

ARRIVAL OF VICEROY CHANG.

Chang Chiu Seng, who has lately been acting as *locum tenens* for Sir Hong-chang in Chihli, and who has been sent back to his old post of Viceroy of the Two Kwang, arrived in harbour at 9 o'clock this morning, the 20th instant, on the steamship *Huai-yuen*. His Excellency was saluted with the honours of his high rank by the fleet of Chinese men-of-war in port, also by H.M.S. *Victor Emmanuel*, the French and Spanish flagships and the shore batteries. As soon as the *Huai-yuen* anchored she was surrounded by a large number of steam launches and small gunboats, the officers of which proceeded to pay their respects to the Viceroy, and were received in the order of their respective ranks. Governor Sir George Bowen sent his aide-de-camp, Capt. Lewis, on board with a note to Chang, but as there was no interpreter in the ship at the time he was unable to interview the Viceroy or to make any mission understood. When our representative went on board he found one of the Viceroy's attendants—His Excellency's personal retinue numbers over one hundred persons—cruising round the deck with Governor Bowen's open letter in his hand, in the endeavor to find some one to explain matters. Our polyglot reporter, quickly interpreted the document, which was merely a courteous invitation to Chang to visit Government House. The Viceroy on being made acquainted with this immediately sent for his interpreter, whom he despatched to Government House, to acknowledge the courtesy and to state that His Excellency would be happy to accept of Governor Bowen's invitation. Chang afterwards landed at Murray Pier where he was received by a guard of honour of the "Grand Old Buffs," the band of the regiment also being present, and the shore battery saluting as His Excellency stepped on the pier. The police were conspicuous by their absence and it was with difficulty that His Excellency, Governor Bowen's deputization and the Viceroy's retinue could force a passage through the crowd of Chinese gathered around and on the pier and blocking up the thoroughfare, all of which the presence of a few policemen could have avoided, but not one of whom was present. About a score of gunboats, steam launches and war junks, the crews of which were decked out in their best war paint and fighting feathers, accompanied Chang's vessel to the wharf. The Viceroy proceeded to Government House where he was received with due honors, and had a lengthy conversation with Governor Bowen, afterwards returning on board the *Chien-to*. His Excellency and suite, accompanied by the whole of the Chinese war vessels now in port, will leave for Canton early tomorrow morning.

WITH THE BRITISH FLEET IN THE NORTH.

We are indebted for the following interesting items relating to the movements of the British Squadron under the command of Admiral Wiles, in the north, to the courtesy of a naval correspondent—

After a pleasant stay at Nagasaki, the China Cruising Squadron left that beautiful harbour on the morning of the 10th August, two of the ships—the *Chien-to* and *Darwin*—having sailed early on the previous day, their *rendezvous* being Tushima, a Japanese island some 200 miles distant from Nagasaki. The *Vigilant*, having been left behind to bring on recovered officers and men expected from the naval sick quarters at Yokohama, left at daylight on the 13th and on the afternoon of the same day the vessels of the Squadron were sighted under sail making the best of their way to Chosan, one of the Korean ports. The next morning the harbour of Chosan was enlivened by the presence of the British Squadron consisting of the *Andalusian* (flag-ship), *Cleopatra*, *Curacoa*, *Sapphire*, *Darwin*, *Pegasus*, *Albatross*, *Linnet* and *Vigilant*, which, anchored in two lines, made a very pretty and effective sight. The first of the ships to arrive off the port was the *Albatross*, followed some time afterwards by the *Pegasus*; the *Sapphire* being the first of the corvettes. People interested in the future of Korea will be glad to hear that the site of the British Consulate has been purchased and marked out, and no doubt the Consulate will soon be erected. It will be situated on a small hill about midway between the Japanese and Korean towns, and most probably will soon be surrounded by the European quarter to settle here. A branch of the Korean Customs under European supervision will shortly be established at Chosan. A European store has also just been opened, and as the climate is a very good one, there certainly appears every prospect of the country turning out another outlet for trade in years to come. The harbour of Chosan is a capital one and easy of access.

The sporting element of the Fleet have been indefatigable after game, but although they got up a drive for hog deer the other day, owing to the thickness of the cover they had no luck. A few European hunters were not and two or three hog deer seen, but they got away in the thick brushwood. On the 16th, the Squadron sailed for Port Lazaref, another of the Korean ports, and the *Vigilant* returned to Nagasaki with mails. The despatch boat will probably rejoin the flagship about the 26th or 27th inst., at either Posette Bay or Wladivostok.

The *Forxander* is stationed in the Gulf of Pechili and the *Zephyr* has gone to Hakodate.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—Yesterday's *Daily Press* says:—"We learn that His Excellency the Governor has been informed by the Secretary of State that it has been determined to send out for the Gaol at Hongkong a Superintendent trained in one of the great Penal Establishments of England, and that he may be expected to arrive ere long in the Colony. He will introduce here, as far as possible, the regulations and reformatory system now enforced at home."—And in this morning's issue of the same paper a "Banian" writes as follows:—"The new Superintendent of Victoria Gaol may be a very experienced man so far as criminals in England are concerned, and he will doubtless prove very valuable here, but I think it probable he will have a little to unlearn. In the first place it will be necessary to dispose of the idea that the English reformatory system can be successfully applied to Asiatics. If we developed our convicts here from youth it might be worth while to try some measures for their reclamation, but unfortunately the huge majority of the criminals that find a refuge in the hospitable walls of our gaol are case-hardened rascals who have graduated in all sorts of villainy on the mainland, and who immediately upon their release, return, like the sow that was washed, to their wallowing in the mire of moral degradation. Speaking of the new Governor of the Gaol, I sincerely hope, as the powers in Downing Street have seen fit to appoint a gentleman from some Sir George Bowen will use his best efforts to secure for Mr. Hayward, who has since Mr. Tonnochy's decease so worthily performed the duties of Acting-Superintendent, promotion in that capacity to another colony."

Now, Sir, although it has not yet been officially announced in the colony that a Super-

tendent for the Hongkong gaol has been appointed from home, it is pretty well known that such is the case, and it is much to be regretted that it is so.

The application of Mr. George Hayward for the vacant post was favorably looked upon by the home authorities, but what mattered his two years' acting experience when Sir George Bowen took upon himself to recommend a young officer for the billet who had had no previous experience in gaol regulations.

The home appointment of a Superintendent for Victoria gaol is, unquestionably, a piece of justice for which the worthy Governor is solely to blame. In 1877 Sir John Pope Hennessy applied to Lord Carnarvon for a trained warden to be sent out, and the present acting superintendent was chosen from about thirty candidates for his previous nine years' varied experience, both clerical and disciplined, in Chatham, one of the largest penal establishments in England.

It will thus be seen that Mr. Hayward has had fifteen years' solid experience of prisons and prisoners, and it cannot be denied that he has shown himself to be thoroughly well up to his work during his six years' stay here.

If long and faithful service are worthy of any reward, Mr. Hayward should undoubtedly have been appointed to the vacancy, and the Governor's act in trying to place an inexperienced youngster over the head of a thoroughly competent official in a very responsible post would lead one to the belief that the welfare of the colony, notwithstanding the "gush" of His Excellency on the day of his arrival, is only a very secondary consideration with him, and entirely subservient to his "fad" of providing fat billets for impetuous hangers-on, or those who have powerful friends at home to recommend them.

Banians' hope that His Excellency will use his best efforts to secure for Mr. Hayward promotion in another colony as gaol superintendent is a very vain hope. Mr. Hayward's experience here, this is the proper place for him, where the colony would have the benefit of his ripe knowledge of the Chinese criminal classes.

Later we have been treated to a good many barefaced "jobs," and if they continue it is just on the cards that a public indignation meeting will arrive at the conclusion that the sooner Sir George Bowen goes home on a well-earned and lengthy holiday, the better it will be for all concerned.

In your leading article of yesterday you say—"If limitation of accumulation is said to paralyze one of the springs of human progress, how much more forcibly may it be alleged that unlimited right of taking advantage of opportunity to squeeze paralyzes progress in a far wider and more significant way? It breeds hopelessness, recklessness, discontent, envy, and ultimately, but surely—revolution."

Now, I am not going so far as to say that all the bungling, blundering and "jobbing" that could be carried on in this colony under any Governor would exactly breed a revolution, but it most surely breeds hopelessness and discontent amongst the backbone of the colonial servants, and in the instance of the appointment of the Superintendent of the Fire Brigade it very nearly brought in every "man jack" of the real workers of the brigade throwing up the sponge rather than be superintended by "incapacity."

It will be well for Governor Bowen to stick to a policy in the future of putting only the fittest and most deserving men in appointments which may fall vacant. Earnest and zealous men in the Government departments are hopeful of advancement, and struggle on in that hope. Take away the hope of advancement and the Government will quickly go to the dogs. Patronage is a system that requires doing, and in no place under the British Government is the shuffling more required than in Hongkong.

Yours &c,

HONGKONG, August 18th, 1883.

CORRUPT OFFICIALDOM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—Your two contemporaries, the *China Mail* and *Daily Press*, are quick to seize every pretext for criticising the American Civil Service, drawing invidious comparisons with the English, but strangely enough I have seen no allusion in their columns to the frauds and corruption which notoriously exist among officials in this colony, and which you are now engaged in exposing. Do those who control these two newspapers belong to that class described in the Scriptures—"Who seeing—see not, and hearing—hear not," who everyone else in the colony sees and hears? When an American is found guilty of official corruption he is not simply told as a certain Hongkong official recently was "that he must not do so any more," but the delinquent is kicked out of office and the newspapers publish his infamy to the world. I hope you will continue the war on corruption. Be just and fear not."

Can you tell me whether or not the Government here has taken any steps towards investigating the practices you recently exposed at the Harbour Master's office?

Yours truly,

JUSTICE.

HONGKONG, 29th August, 1883.
[If the last paragraph of our correspondent's communication refers to the old established practice at the Harbour Office of charging a fee of one dollar per man for all sailors shipped at the Foreign Consulates in the colony, he will find some information on the subject in our leading article. We have no intention of abandoning the crusade against the many disgraceful forms of official corruption which we know exist, and shall be glad to receive the assistance of the public in carrying out our mission to a successful issue.—Editor, *Hongkong Telegraph*.]

CANTON.

[FROM OUR OWN CORRESPONDENT.]
CANTON, 22nd August, 1883.
The shooting affray in which the three customs officers, Logan, Johnson and Nielsen are implicated, has assumed a really serious aspect. Placards of an inflammatory nature, have been posted up all over the foreign and native portions of the City, on both the Honam and Shamien sides of the river; nearly all of them refer to foreigners, using the Chinese character *fo*, or barbarians as the designations of foreigners, calling them all by the name of *hung shou yan* murderers. The use of the character *fo* is in itself a direct violation of the treaty of 1858. The whole of the foreigners here feel a sense of insecurity since the shooting affair took place. The Customs authorities have decided to let matters take their own course and not to interfere in any way whatsoever.

The preliminary enquiry into the matter before the Consul has ended and Logan has been committed to take his trial at H.M.'s Supreme Court for China and Japan. It is not yet decided whether the case will be heard here or in Shanghai. The principal witness against Logan was one of his brother officers in the Customs named Ström, a Norwegian or Swede, who testified to having seen Logan with the weapon in his hand and also seeing him fire the revolver. There is but little evidence against the two other men—in fact all the evidence which was forthcoming, was most vacillating, conflicting and unsatisfactory.

You may talk about the din and roar of salutes when the new Viceroy arrived in Hongkong, but, rest assured, they were in no way to be compared to the incessant clamor of gongs, brass trumpets, salutes from sea and shore, which took place here from the time when Chang entered the harbor until he arrived at his yamen which was not until some fifteen hours after his arrival.

When Chang landed he was immediately presented with a petition signed by over 3,000 persons, requesting him to have summary justice executed upon the three foreigners implicated in the shooting affray. Several of the Chinese congregated near the Viceroy's landing place became very clamorous and turbulent, and a number of the most noisy and violent were arrested by the yamen runners and locked up for the night. The Viceroy received the petition but made no comment on it; however, I learn that he would have nothing to do with it unless it were presented to him through the usual channel. This latter piece of information also reached the ears of the populace, a number of whom went to the yamen of the English Consulate and tried to force the Viceroy to be executed. No one could secure here now, the Viceroy's arrival and the large fleet of Chinese gunboats accompanying him inspiring the heathens with a certain degree of mendacity that bodes no good to any one.

I shall keep you fully posted as often as I hear of any thing.

At a late hour last night private advices were received in the colony that the British Consulate had been attacked by a large number of Chinese demanding that the three Customs officers be delivered up to them, and the Governor's act in trying to place an inexperienced youngster over the head of a thoroughly competent official in a very responsible post would lead one to the belief that the welfare of the colony, notwithstanding the "gush" of His Excellency on the day of his arrival, is only a very secondary consideration with him, and entirely subservient to his "fad" of providing fat billets for impetuous hangers-on, or those who have powerful friends at home to recommend them.

Banians' hope that His Excellency will use his best efforts to secure for Mr. Hayward promotion in another colony as gaol superintendent is a very vain hope. Mr. Hayward's experience here, this is the proper place for him, where the colony would have the benefit of his ripe knowledge of the Chinese criminal classes.

THE FOCHOW TEA TRADE.

The following translation of a circular issued by the Chinese tea-hong proprietors appears in a recent issue of the *Foochow Herald*—

"It has been reported that the production of tea leaves in the Fuhkien Province has, during recent years, immensely increased, and that losses in the shipment of teas, by foreign merchants, have been sustained for several years; and that we, the merchants and the tea-men, have also for the like number of years experienced similar losses. In consequence of there not being a large consumption of teas in foreign countries, the accumulation of such articles has become a mountain, and resulted in the market of foreign countries going down, whereby foreign merchants are doubtful (about making purchases). Moreover, in successive years, the transportation of teas from the western and northern tea districts, of second and third crop, also the autumnal season teas, for sale in Foochow, will keep increasing, (i.e. like a spring which cannot be exhausted, and if no measure is taken to decrease the quantity of such teas, we have no idea of what may be the extent of further losses to both Chinese and foreign merchants. As a proof of the latter being losses, one finds that such foreign merchants of Foochow here, every now and then receive telegrams advising them of the losses of the present year, and shipped to foreign countries, no matter whether they shipped them by the first, second, or third vessels; whereby they have stopped buying for the present. As we are afraid that many tea-men are expecting a very large consumption (i.e. purchases) to be made for the future, and will manage, by some means, to send large quantities of teas to Foochow, and thus make their losses still heavier, it is well to give a caution before hand. As we, the proprietors of the different tea hongs, cannot advise it so quietly and see the water losses incurred by those interested, we have therefore assembled and consulted together, so that the important matter of the tea trade of this province may be well guarded. We have come to the conclusion that those tea hongs, which have applied on behalf of their constituents for transit passes, must have all such passes, recalled, and return the same to the Foochow Lekin Office on the 10th day of the 8th Moon (10th September 1883) when they are requested not to pay the lek in taxes on account of tea-men. It will also be necessary to cut short the quantity of teas which may be sent down from the country; and by taking this step it will be better for Chinese and foreign merchants alike. Should any of the proprietors of the different tea hongs, take the advantage of secretly paying lek in taxes for our constituents, such of us tea-men, if detected, shall be fined \$1,000.

Now, we have purposely made known the state of the foreign market, as well as that of this province, as it is our wish (to see) that the tea-men give us their hearty support to stop the purchases of teas in the tea districts at present, and that they may wait the opportunity of the first crop of tea to be well for the growers, and to take leaves of the Autumn season as by leaving the same untouched, they will probably derive some advantage on the early pickings of the first crop, and young teas of next year. It is therefore requested that you, the tea-men, shall not hold out expectations of making gains by pouring so much teas into Foochow, as you must not fail to guard against futurity; and in compliance with such request, our wishes will be fully realized.

Dated the 7th day of the 7th Moon in the 5th Year of the Reign of Kwang-su (9th August 1883).
Publicly issued by the Hong Proprietors.

THE YANGTZE INSURANCE ASSOCIATION.

A special meeting of the shareholders of the above named Association was held on Thursday afternoon the 23rd inst., at half-past two o'clock at the offices of the Secretaries, Messrs. Russell & Co., Shanghai. Present: Messrs. F. D. Hinch (Chairman), A. J. M. Inverarity, William Meyerink, G. H. Wheeler, and J. M. Young, (Directors); Augustus White, Auditor; Thomas Latham, (Legal Adviser); J. A. Ballard, R. Home Boyd, J. Buchanan, B. H. Burns, W. J. Clark, E. E. Eliaz, J. S. Eckard, A. C. Hunter, W. B. Jamieson, E. G. Low, A. B. Rex, W. S. Robillard, G. C. de St. Croix, S. J. Solomon, J. D. Thornburn, Thos. Weir, and V. D'O. Windle—22 shareholders, representing 95 shares.

The Chairman—Gentlemen, there is a quorum present, and the proceedings will be commenced by Mr. White reading the notice calling the meeting, and also the minutes of the last annual general meeting held on the 26th April, 1883.

Mr. White having read the notice and the minutes—

Mr. J. D. Thornburn proposed and Mr. W. S. Robillard seconded—

"That the minutes of the annual general meeting held on the 26th April, 1883, be and are hereby confirmed."

Carried.

The Chairman, then said—Gentlemen, the object of the meeting has been so fully put before the shareholders in the notice and forms of agreement circulated more than a month ago that little remains to be said. At the annual general

meeting held on the 29th April last, as just now read by the Auditor, the Chairman of the Association informed the shareholders that the Yangtze Insurance Association had been registered in London under the Companies Acts as a precautionary measure, as there was reason to apprehend some danger of the name of the Association being appropriated by outsiders, which might have caused us much inconvenience. The first resolution which it is proposed to put to the meeting will be one confirming an appointment made by the directors of a London Committee, which it was found very necessary to establish, in order to strengthen the hands of the London agent, and upon which he might be enabled to call upon for advice in cases where time would not permit him to consult the head office here. I may as well mention that the three Committee men chosen are among the seven incorporators of the Yangtze Insurance Association, Limited, and have rendered valuable services in connection therewith. The original register of the Yangtze Insurance Association, Limited, provided for a capital of £20,000, divided into 20,000 shares. The directors have deemed it advisable to further divide the value of the shares, and a telegram was sent to London asking that the necessary steps be taken to subdivide the capital into shares of £25 each. This has been done, and the Secretaries have received a telegram to the effect that the further division became legal on the 26th July last. Before putting the first resolution, I wish to offer a word of explanation in regard to clause 10 of the agreement between Messrs. Russell & Co. and the Yangtze Insurance Association, Limited, which as compared with the present agreement provides for additional remuneration to the Secretaries of the old company, and the new company. I need hardly explain that this refers to the superintendent of the office here, where the detail work has increased of late years in far greater ratio than the volume of business, which is shown from the fact that since the reorganization in 1877 the Secretaries have been obliged to double the foreign staff of the office. After pointing out a misprint in the agreement, last line of clause 10, he continued—I may also call attention to clause 12 of the same agreement, which provides that it shall continue in force for fifteen years, and it is proposed to extend it to twenty years. With reference to clause 9 of the agreement, the old company and the new company the Secretaries will be glad to receive from shareholders notice of their acceptance of shares in the new company, notwithstanding the provision in the agreement that the absence of any notice will be accepted signifying their willingness to accept the shares; but the Committee would rather have a record of the acceptance. If any gentlemen have remarks to make or questions to ask, I shall be glad to hear them before I proceed with the resolutions.

No question having been asked, The Chairman said—If no one has any remarks to make, I will propose the first resolution—

I.—That the Association confirm the appointment by the Board of Directors of a Committee of Shareholders, to act in London for and on behalf of and in the name of the Association and that the Board of Directors shall have power to add to the number of such Committee and to change the members thereof and to define the powers and duties thereof.

Mr. Meyerink seconded, and the resolution was carried unanimously.

The Chairman then proposed—

II.—That the Association be and it is hereby put into liquidation.

Mr. Young seconded.

Carried unanimously.

The Chairman next proposed—

III.—That the affairs of the Association be and they are hereby placed in the hands of a Committee of Shareholders consisting of Messrs. F. D. Hinch and Geo. H. Wheeler, with power to enter into an Agreement of which a draft is laid before this Meeting and identified by the signature of the Chairman and to carry the same into effect in order that the affairs of the Association may be liquidated and this Association wound up and assets divided amongst the Shareholders.

Mr. Inverarity seconded.

Carried unanimously.

The Chairman remarked—We have put in the notes of the meeting in Messrs. Russell, and Co., as they have everything in hand and it will be much less trouble to them to put the matter through than to any shareholders outside; but if any other shareholders are willing to undertake it, I for one will be very glad to relinquish my part of it. I make that suggestion in case anybody should be willing to undertake it. The copy of agreement referred to in this resolution stands as it was circulated; there is no change and we have not discovered any error in it.

The resolution was then put to the meeting and carried unanimously.

The Chairman—Gentlemen, that terminates the business of the meeting. I may say that the deed of incorporation of the Company differs but little from all other Insurance companies incorporated recently under the Companies Acts. A copy of this document as well as one of the Deed of Settlement are here on the table should any shareholder desire to examine them. A copy of the Deed of Settlement has already gone home some weeks ago, in order that the London Committee might put it through with as much expedition as possible. I may remark that the articles of association have not been printed, and as it would have involved considerable expense, and moreover the chances are that some alterations will be necessary in London, which would make the expense a useless one.

Mr. Home Boyd proposed a vote of thanks to the Chairman, and the proceedings terminated.

TYPHOON AT SHANGHAI.

During the past thirty-four hours, we have experienced a typhoon of considerable severity, with heavy rain, high winds, and floods caused by high tide. The damage reported up to ten o'clock this morning, as given in the *North China Advertiser*, was as follows:—Since four o'clock yesterday afternoon (August 29th) the Bund has been more or less covered with water. From the Yang-king-pang Creek to Kin-lee-yuen the water has been more than one foot deep, and it was also very bad opposite Messrs. Russell and Co.'s and the British Consulate. The water came over the bunding of the Public Gardens, but apparently has done no damage. The houseboat is sunk near the Police Hulk and another one that was on blocks, undergoing repairs on the foreshore near the Garden Bridge, has been blown from her position into the creek and is badly damaged. Another European boat is full of water on the foreshore of the Soochow Creek, and part of the roof of the Police Hulk has been blown off. The low-lying districts of Hongkong have again suffered considerably by the high tides and heavy rain. The Broadway was completely flooded from the entrance to the China Merchants' wharf to some distance beyond it, and a number of trees and bamboo fences have been blown down. About half a dozen trees have also been uprooted on the Soochow Creek. All work is suspended at the wharves, and the large steamers in port have steam up. No vessels have either arrived or departed this morning.

During the day, the following incidents have occurred:—The *Bunker Hill*, formerly a tugboat, but now only employed as a hulk for the Tug Boat Association, was sunk at her anchorage on the Fochow side of the river, opposite Sun's Wharf. The *Bunker Hill*, a very small boat,

was noted for the fact that she came out here under sail from Boston many years ago; the accommodation was very limited, but nevertheless the skipper took his wife and family with him, and the boiler was used for a boiler-ship landed here with one hand, who was not on the articles when she left Boston; he was born in the boiler. Three Chinese were believed to be on board the *Bunker Hill* to-day, but it is not known yet if they went down with her. Two junks have been wrecked in the harbour; one of them sunk off the E-wa foreshore, and another was dragged up on the bank, several foreigners lending a hand to haul her on shore and to save the lives of those on board. The pontoon at the Old Dock is full of water, but has not gone down. The Customs hulk dragged her anchors and drifted against the Customs jetty. The *Ariel*, opium-receiving ship, has also dragged her anchors. A cargo boat was washed up on the foreshore of the Bund, opposite the Hongkong and Shanghai Bank. On the English Bund, the grass plots on the foreshore and the roadway, were submerged at different places. The footpaths near the Shanghai Club were under water and the gravel washed away. The foreshore embankment is damaged at various places. The bridge connecting the Fochow Road jetty with the pontoon was unshipped at one corner. Several trees on the English Bund were blown down, and one of the posts for carrying the electric light wires, not a lamp-post, was nearly blown down. On the French Bund the roadway was flooded, the gravel on the side-walks washed away, and several trees blown down. A pile driver, engaged in laying the foundations of a new wharf opposite the French Consulate, was washed up on the Bund but was got off. The Public Gardens have again sustained a good deal of damage, the walks being flooded, a portion of the main walk being torn up and gravel swept away. The wind was so strong that tin-riekshaws were frequently overturned when crossing the Garden Bridge. The bund in front of the American Consulate has also been submerged and damaged. Part of the foreshore at the Hongkong Wharf was also washed away, and several trees blown down.—*Courier*.

CHEFOO.

[FROM OUR CORRESPONDENT.]

August 15th.

The arrivals here on the 12th instant were:—German barque *Sibirien* and Swedish schooner *Manheim*; on the 13th, German barque *Theresa*; on the 14th, British schooner *Willie*. All these vessels came from Amoy and have experienced the force of the late typhoon, but no damage was done, except to the *Theresa*, whose rigging was somewhat damaged.

The departures from here are:—On the 13th inst., *Elizabeth Childs*, for Newchwang; *Annie* for Amoy; on the 14th *Waggon* for Amoy.

The *Margrith* has been chartered to Hongkong for 12 cents per picul.

On the 11th the *Fetha* returned from the wreck of the *ss. Dingching*. A notice to mariners was promptly issued on the 14th, stating that the masts and funnel of the wreck had been removed.

The *ss. Fochow* is still on the rock, and it is doubted whether she will get off. Mr. Lyell has contracted to float the steamer, but his most vigorous efforts have not, up to the present, been successful.

Large coal sheds or godowns are being constructed on the bund, the stone heaps and muddy material being so well scattered over the road as to greatly embarrass a quiet evening's walk, but such is "cheef-men fashion."

Mr. Newman of the Family Hotel, died suddenly of apoplexy on the 31st ultimo.—*Mercury*.

ICHANG.

[FROM A CORRESPONDENT.]

August 12th.

Since my last letter of the 31st July, I am pleased to say that the epidemic that has carried off so many natives during the past few weeks is decreasing. Still sickness is very prevalent, and there are numerous cases of fever which our esteemed doctor is fighting hard against. Words I consider quite inadequate to convey suitable thanks to Dr. Henry for his untiring services and self-denying action towards the poor and suffering natives.

Our missionary friends, who are now absent, will be welcomed back in increased numbers, as there is plenty of work to do for all those on good intent inclined.

It is reported from Chin Chow-foo, a city about eight miles below Ichang, that there are fifty deaths occurring daily in the Tartar portion of the city, while in the Chinese quarter the number is put down at thirty. It is much to be regretted that there are not more medical men amongst the missionaries on the Upper Yangtze. Their services might now be well employed with perhaps greater success in the matter of conversions than years of preaching and tract reading could achieve.

From Shazze the reports are still of the worst kind. It was at this place that I told you in my last letter that the mortality was so great that the carpenters could not meet the increased demand for coffins. It is estimated that 10,000 coffins have been made and disposed of this Chinese year. Trade is at a standstill, and the Chinese are walking the streets in a starving condition. Shazze has a stone bunding on the river, of about two miles in length, and the number of junks laid up is said to be about 3,000, while in the lake which runs between two and three miles inland there are more than this number of lying idle. What with the large unemployed boating population and the thousands of refugees that are driven in by the floods, the place is overcrowded and the rate of mortality something fearful. The Chinese officials are powerless. Surely illustrations of this kind should show that their sanitary arrangements are bad in the extreme, and that it would be well to try and effect some improvement. It is to be hoped that the great death rate will not cause even a more serious epidemic to break out, for there is no telling where it might end, and such a crowded and poverty-stricken population.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

August 11th.

Owing to the floods we have very little news of local importance.

Sickness among the Chinese is abating and so is the water in the river; but from the interior sales reach us here. It might have been better if the money spent on office, cannon and men-of-war had been spent on food, clothing and banking the rivers and improving the roads.

Thousands of lives destroyed and millions of tons worth of property, famine is the end of this disaster. China needs most interior improvements; year after year disaster follows disaster. The late rebellion ought to have been sufficient to make China's rulers wise—but it appears not.

Opium.—It is said the Guild has met and discussed the feasibility of improving its trade. A scheme was proposed to export to India, China's opium of the best quality, equal to the inferior quality of Malwa; cost here, \$100,000; export duty 10% so charges as they estimate, 10%

cluding interest of money, at 11s. 50; which would make the cost laid down in India Rs. 210; by this a large quantity of native opium would be removed from the market, and leave Indian opium to meet with ready sale.

The Guild forget, or may not know, the fact that the duty on opium in India is Rs. 230 per chest, which therefore would make the value in India, instead of Rs. 210, Rs. 440, against selling price for Indian opium here Rs. 385. Perhaps the Guild think they can import Indian opium duty free; if so, certainly this scheme would suit and pay them well.

Through the influence of Messrs. Davenport and H.E. Hobson, there is to be a public library here; the Customs Library is to be lent for the time being; the Municipal Council will pay, instead of \$200, Rs. 200 per year for the maintenance of the Temperance Hall and the use of the said Hall for this purpose, members paying a subscription of a dollar a month.

Mr. H. E. Hobson, as Chairman of the Municipal Council, has also arranged that every Saturday, a Sergeant of the Police shall go from house to house and give the correct time. For this and many minor benefits the community is indebted to Mr. Hobson. This gentleman has done more, in such a short time while here, than his predecessors. Mr. Hobson works silently but good. It is a pity that this gentleman's superior are not imbued with the same spirit; if they were, much real benefit might be the result both to foreigners and Chinese.

H.E. Hobson has been appointed, against his will, by H.M. Resident and Chief Commissioner of Trade to Corea, for which post he will leave in a few days, via Shanghai. He is only waiting for final instructions. Under him will reside at the three open ports. H.E. Li Hung-chang has succeeded at last in securing, for so important a place as Korea is to China, a gentleman so well qualified as his sojourn at San Francisco as Consul-General showed him to be.

Since the defeat of the Annamese by the French, the warlike spirit has been much abated. It is said that Lu, the leader of the Black Flags, is missing, is reported to be drowned in the river, or amongst those killed.—*Mercury*.

Intimations.

"CLARIDGE'S HOTEL,"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL FOR FAMILIES AND GENTLEMEN, going home from the Far East. It is under the able Management of Mr. and Mrs. GEORGE PRAGNELL, who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE. [502]

the indisposition of Mr. Dobson, who was suffering from a severe cold, caught after the last rehearsal. Mr. Whitall was substituted and sang "Hail to the Nation" and "The Antheus." Mrs. Whitall, whose first appearance was on the Hongkong stage, possesses a powerful vocal organ which he uses with good effect. Probably owing to his having no opportunity of rehearsing, he was occasionally flat in his rendering of Hail to the Nation; but, notwithstanding this, Mr. Whitall made a most favorable impression, and he ought to prove a tower of strength to our local musical societies. Herr Von Wille displayed his marvellous skill on the violin in one of Ernst's elegies and a serenade by Haydn, and maintained by his chaste and masterly execution his previous great reputation. It is almost needless to say that this accomplished young violinist was accorded a most flattering reception. Mrs. Bernard, who sang Vincenzo Robaudi's charming *romanza*, *Lastella confidante*, in the original Italian, (with violin accompaniment) has never previously appeared to such advantage on the lyric stage. This lady's voice seems to have improved both in volume and sweetness, whilst her method shows an improvement on her past musical efforts, which is simply surprising. An enthusiastic encore rewarded Mrs. Bernard's delightful vocalization, to which she graciously responded by singing the ever popular "Home, sweet home," again eliciting loud applause although, in this ballad, her phrasing was far from being perfect. The grand bass solo of "O Lord, be merciful," from Mendelssohn's oratorio "St. Paul" was sung by Mr. Hirst, who was in unusually good voice, and then both Messrs. Dear and Whitall showed to decided advantage in Brahms's perennial "All's well." A flattering reception was accorded to Miss Grimble, who rendered Mendelssohn's soprano solo "On the wings of love" with taste and feeling. In response to a hearty recall the youthful soprano sang a very pretty *chanson*, with which we are unacquainted, and again created a most favorable impression. Miss Grimble's voice has increased in volume since her appearance in "The Ancient Mariner," and in other essentials she shows great improvement; but she still retains faults in style, and a most imperfect diction requires special attention. The first half of the performance was brought to a conclusion by Mr. Essex playing in capital style on the pianoforte Reinecke's Blumenstück Op. 17, and Schwarzenka's Polish dance, Op. 47.

Muller's quartette "May Day," by Messrs. Brewer, Whitall, Stockwell and Dear, was not a great success, a result which could not be wondered at considering that it had never been rehearsed. Frederic Cowen's plaintive ballad "The Children's Home," gracefully sung by Mrs. R. Fraser-Smith, was heartily encored, the singer responding with "Wellington," an exceedingly attractive ballad, rendered in a style which elicited well-merited applause. Mr. Dear, another debutant and the possessor of a very sweet tenor voice, fairly won the suffrages of the audience by his sympathetic vocalization in Vincent Wallace's beautiful aria "There is a flower that bloometh," and he was equally successful in the well-known and once popular "My sweetheart when a boy," which he sang as an encore. The new tenor is evidently a cultured artist, but like most rising tenors he appears to have some settled objection to opening his mouth to its fullest extent, a defect which last night made him frequently inaudible in the back seats. Mr. Dear's vocal organ is a fairly powerful one, and properly manipulated should have no difficulty in making itself heard, even in a place where the acoustic arrangements are so imperfect as is the case in the Theatre Royal, City Hall. Herr Von Wille scored another success in Schubert's "Vergissmeinnicht," his artistic execution of this attractive composition invoking loud applause, which was warmly renewed after the violinist had responded to an unanimous recall. Mr. Steil's splendid voice was heard to advantage in Reissiger's "The Two Grenadiers" (in German), and in the quartette for male voices, "Banish, oh maiden," the four gentlemen named above showed a vast improvement on their first essay. The national anthem, sung by the whole of the singers, concluded the entertainment.

AN APPEAL.

TO THE EUROPEAN AND AMERICAN PUBLIC OF HONGKONG AND THE CHINA COAST PORTS.

The old English cemetery within the walls of Macao is in a lamentable state. As a mere resting-place for the dead, the enclosure is a reproach to the Faith to which its occupants belonged, and to the country which owes it maintenance. But its condition is the more to be deplored, when it is remembered that within its walls rest the remains of distinguished members of the naval, military, and civil services, the majority of whom lost their lives whilst procuring for foreigners in China those early privileges which have since become so largely developed. There also lie buried many merchant pioneers to whose enterprise and energy existing commerce in China owed its first impulses of life and activity.

The British Government is naturally the source, whence, primarily, a remedy for this state of things might be looked for. But repeated representations in that direction, made by Mr. Mortimer Murray, H.B.M.'s Vice Consul for Macao, have failed so far to effect any result, beyond the tender by the British Admiralty of ten shillings, to meet the expense of re-painting effaced inscriptions. The locality is in fact too far removed, and its associations too weakened by the lapse of years, to attract interest in England, and it must be confessed that there is no spare department nor fund there, to which the work of restoration can properly be relegated.

Under these circumstances, as an old resident in China, and one who once was associated with several of the now dead, one also, who, in common with many others, cannot contemplate the sad condition of their last home without compunction,—I trust I may not be thought presumptuous, if I bring the subject to the notice of the general public, European and American alike, there being representatives in the cemetery of every Protestant people now trading with China.

In doing so, I am aware that I lay myself open to remark, in as far as Hongkong is concerned, for adding to the many claims now being made upon the public bounty. But the object I advocate is one which, as regards urgency, compares favorably with any of the others before the public, and I therefore make bold to hope that I shall not want for many sympathers in the proposition to place matters upon a more decent and reverent footing.

The actual sum required to make the requisite repairs, and leave a small fund for future maintenance is estimated at \$2000. A local subscription list will be sent round, but as it will scarcely be possible to circulate lists amongst the coast ports, the Hongkong and Shanghai Banking Corporation and Mr. Mortimer Murray, H.B.M.'s Vice Consul for Macao, have kindly consented to receive subscriptions, and the latter gentleman has further volunteered to undertake the suitable disposition of any funds subscribed, and to render a public account thereof hereafter.

WALTER H. MIDHURST.
Hongkong, 22nd August, 1883.

AFFAIRS IN TONKIN.

[FROM OUR SPECIAL CORRESPONDENT.]

HAIPHONG, 13th August, 1883.

Having good reasons for believing that the French, after efficiently completing their preliminary arrangements, shortly intended to assume the offensive in Tonquin and thereby bring the unsatisfactory dead lock at present existing in that country to a definite termination, I thought it advisable to take a trip down to Haiphong, in order to satisfy myself by personal investigation as to the probable future of this little war which has caused so much effervescent talk and excitement throughout the world. From information derived from a reliable source I felt assured that at the council of war held some ten days ago by M. Harmand, the lately appointed *Commissaire Général civil de la République Française au Tonquin*, General Boute in command of the forces at Haiphong, and Admiral Courbet, had decided to arrive at a decision to adopt active measures without further delay. And as these measures had every appearance of being an advance in force on Hue and other Annamese ports by the French fleet, and an almost simultaneous movement by the troops from Haiphong and Hanoi and the various important towns and citadels held by the Annamese and their Black Flag allies in Tonquin, there certainly appeared sufficient inducement to visit the seat of war. Accordingly I left Hongkong in the French steamer *Nam-vian* on the morning of Friday the 10th inst. bound for Haiphong. That the information on which I had acted was of a trustworthy character soon became evident by Mr. A. R. Colquhoun, author of "Across Chryse," who has come to the Far East as a special correspondent of the *Times*, and Mr. W. H. Gilder, special correspondent of the *New York Herald*, being my fellow passengers. These gentlemen had apparently sniffed the scent of coming battle from afar, that is to say they had good reasons for believing that something important was on the tapis, and like myself were "making tracks" for the French headquarters. Amongst other European passengers we had M. Hauke, chief secretary to the *Commissaire Général*, a veterinary surgeon of the French army, who was in charge of a consignment of 52 China ponies purchased for military purposes, and a Swiss gentleman from Shanghai, whose special mission to Tonquin had for its object the foundation of a hotel either at Haiphong or Hanoi. The *Nam-vian* had a small steam launch in tow—a very smart and handy little craft intended to be used by the French authorities as a despatch boat on the rivers.

We reached Hoihow, the open port in the island of Hainan, late on Saturday afternoon; proceeded on our voyage at dusk, and eventually arrived at our destination shortly after 5 p.m. on Sunday. Although the *Nam-vian* is a champion "roller" even in comparatively smooth water, our trip, taken altogether, was a very agreeable one, thanks to Captain Garceau, who was most assiduous in his attentions to his passengers, and whose many years' experience on these coasting voyages enabled him to furnish the press, representatives, on board with a great deal of interesting and valuable information. As the result of careful surveys along the coast of Hainan and in various parts of the Gulf of Tonquin representing many months of arduous labor, Captain Garceau possesses a set of admirably compiled charts, which are certain to prove of great service when these districts are fairly opened out to trade. I have taken copious notes relating to Hoihow, Haiphong, and other places likely to prove commercially important at no distant date, and will take the opportunity of utilising them for a series of letters on my return to Hongkong. Meanwhile I will confine myself as closely as possible to the all-absorbing war question.

Haiphong is hardly a place that would at the first glance impress an ordinary traveller with any great idea of its commercial importance. A few years ago it was a mere bamboo village, the introduction of the European trading element and the recent exertions of the French have undoubtedly done much to remove its whitewashed appearance; however, notwithstanding its natural advantages as a trading emporium, a vast deal still remains to be accomplished. There are few European buildings in the town, the residence of M. Constant, a well known French merchant who, when acting for the old Hongkong firm of Landstein & Co. was the pioneer of foreign business in the port some eight years ago, the French Consulate and a range of barracks lately erected being the most conspicuous if not the only ones. The town is entirely in the hands of the French, and the Annamese mandarins having withdrawn, the tri-color waves at numerous stations all over the town, whilst French sentries are posted in most of the streets after nightfall. As the *Nam-vian* steamed past the Consulate, or to give it the proper name, the Residency, where in addition to the *Commissaire Général* and *Parvial*, the gunboats *Yatahan* and *Carbine*, and several steam launches were anchored, I could not help being struck with the bustle and activity which prevailed on the small craft, and also alongside the wharf situated on what is known as the Concession. Two reasons for all this were soon to become apparent. My first call after our arrival—an accidental one, by the way, as the sampan people took Mr. Gilder and myself to the wrong house by mistake—was on Mr. Schriever, a German merchant here with whom I had a slight acquaintance in Hongkong some years ago. From this gentleman I learned what gave promise of turning out stirring news. It was currently reported that the French fleet lying in Haiphong Bay under command of Admiral Courbet, was under orders to proceed southwards the following morning for the purpose of bombarding Hue. Mr. Cameron, the correspondent of the *Standard*, had arrived post haste from either Nam-dinh or Hanoi during the afternoon, and had suddenly and mysteriously, presumably by mistake, been on the *Nam-vian* as captain. It was also rumored that an expedition was being hurriedly prepared for military operations in the interior of Tonquin. Some other items of news quickly came to my ears. The steamer *Rurik-mar* which had left for Hanoi a few nights previously, with a cargo of stores for the troops in that citadel, also with a number of ponies for the artillery and to form a small cavalry force, collided against a junk and ran aground in the river, owing to the darkness of the night, incurring one of her paddles. Having no provender for the ponies on board, the position was rather awkward one, and I was told that the noble war horses had to be landed on the bank in sampans. However, as the steam launch *Tonquin*, which came down from Hanoi on Monday morning, reported that she passed the *Rurik-mar* not far from Hanoi, the particulars of the accident—which could not have been of a very serious character—were probably greatly exaggerated.

A report had been extensively circulated throughout Haiphong to the effect that Colonel Bades, the *Commissaire Général* at Nam-dinh, had made a sortie from the citadel on Friday last, the 10th inst. The French, it was said, met with very little resistance and returned to the citadel after capturing a number of guns and placing about one hundred (?) of the enemy *hors de combat*. Inquiries amongst well informed Annamese resulted in these details being substantially corroborated; but as I afterwards received official authority to state that the entire report was a gross fabrication, and that no sortie had taken place on or about the date named

I merely give these rumours for whatever they may be worth.

Although in the town until a late hour on Sunday night, and endeavoring to make myself acquainted with what was going on, I got out early enough (about 5 o'clock) this morning to witness the departure up the river of the gunboats *Yatahan* and *Carbine* and four well appointed steam launches, laden with soldiers and munitions of war, apparently of some important expedition. So far as I could judge with the aid of my field glasses the troops on board the six vessels would number from between three to four hundred. This estimate I was afterwards officially informed was rather a high one. It was reported that this expedition had set out to capture the very important town and citadel of Hai-doung, the capital of the province of that name, a populous and exceedingly prosperous city situated on one of the affluent of the Song-koi River.

After taking a quiet survey of what I may term the European portion of the town, a work of some difficulty owing to the wretched condition of the roads, which are only now in course of construction, I paid a visit to M. Constant, the French merchant previously mentioned, by whom I was most kindly received. I accepted the hospitable invitation of M. and Madame Constant to stay to breakfast, and they afterwards courteously insisted on my taking up my abode with them during my visit to Haiphong. The previous night I had written to M. Harmand, the *Commissaire Général*, requesting to be favored with an interview, and casually dropping in at the Tonquin Hotel during the forenoon, found a letter from that official, in which he stated that he would be glad to receive me at 4 o'clock. On calling at the Residency this afternoon I was immediately ushered into the presence of M. le *Commissaire Général*. Dr. Harmand, whose name will be familiar to those acquainted with the French occupation of Tonquin in connection with Garrier's celebrated expedition, is a well built man of medium height with very black beard and moustache and dark piercing eyes, and would appear to be about forty years of age. He possesses a slight knowledge of English, but is so thoroughly patriotic or so much in love with his native tongue that his secretary in replying to my request for an audience wrote that *M. le Commissaire Général n'aurait rien de particulièrement heureux que votre demande et il se félicite de vous en avoir donné satisfaction*. M. Harmand, who previously held the position of consul for France at Bangkok, was specially appointed by M. Challeme-Lacour, the French minister for foreign affairs, to the post of Administrator in Tonquin, and only arrived at his post a few weeks ago. He is said to have been exceedingly active and energetic in his administration so far, and, judging from what I have seen of him personally, I should think that he is admirably qualified for his present onerous and responsible position.

My interview with M. Harmand was, so far as it went, a most satisfactory one. He at once offered me all the facilities in his power to follow the military operations in Tonquin, and gave me a special writer's authority for the representative of the *Hongkong Telegraph* to proceed at once to Hanoi, Nam-dinh or any other part of the country. He further promised that both himself and the residents at the various towns occupied by the French troops would be most willing at all times to afford any information in their possession regarding current events in the country. In the course of conversation M. Harmand expressed his astonishment that for "a little war" like this, the newspapers should have deemed it necessary to send special correspondents, and observed that he thought the fact of the *Times* having sent out Mr. Colquhoun, who had been a representative of the *Times* in the light of the *Hongkong Telegraph* to proceed at once to Hanoi, Nam-dinh or any other part of the country, He further promised that both himself and the residents at the various towns occupied by the French troops would be most willing at all times to afford any information in their possession regarding current events in the country. In the course of conversation M. Harmand expressed his astonishment that for "a little war" like this, the newspapers should have deemed it necessary to send special correspondents, and observed that he thought the fact of the *Times* having sent out Mr. Colquhoun, who had been a representative of the *Times* in the light of the *Hongkong Telegraph* to proceed at once to Hanoi, Nam-dinh or any other part of the country, He further promised that both himself and the residents at the various towns occupied by the French troops would be most willing at all times to afford any information in their possession regarding current events in the country. In the course of conversation M. Harmand expressed his astonishment that for "a little war" like this, the newspapers should have deemed it necessary to send special correspondents, and observed that he thought the fact of the *Times* having sent out Mr. Colquhoun, who had been a representative of the *Times* in the light of the *Hongkong Telegraph* to proceed at once to Hanoi, Nam-dinh or any other part of the country, He further promised that both himself and the residents at the various towns occupied by the French troops would be most willing at all times to afford any information in their possession regarding current events in the country.

Dealing with the question of the probable armed intervention of China, M. Harmand simply remarked that he was not qualified to give an opinion on the subject. When I inquired whether the British as allies in the last Chinese war, France will not repeat the mistake lately made in Egypt. Although the reference to Egypt seemed rather vague and indefinite, it was evident that in the opinion of M. le *Commissaire Général* a war between France and China over the Annam *embroglio* was a very remote contingency. In reply to my enquiries, M. Harmand assured me that the reported sortie from Nam-dinh on the 10th inst. had never taken place. With regard to the expedition which had left that day for the interior, he informed me that a small number of steam launches and 200 men, and its mission was to take possession of Hai-doung. I could follow the expedition if I wished; but as he (M. Harmand) had taken the citadel of Hai-doung with 25 men in 1874, and as he had further received positive information that the Annamese mandarins with their forces had already evacuated the town, the journey would scarcely repay the trouble, as there was little prospect of any resistance being offered to the French. Besides the gunboats would return in the course of two or three days, when his whether French troops would be pleased to furnish with official particulars of all that had taken place.

I now broached the real object of my visit to Haiphong—the reported decision that the French fleet was to bombard Hue. M. Harmand without hesitation assured me that they had not the slightest intention either to kill a lot of Annamese mandarins or to bombard their towns. It was quite true, however, that the French fleet had arranged to make a naval demonstration along the coast of Annam in order to bring the Emperor to his senses. In reply to my question whether French troops would be despatched for Hanoi between eight and nine o'clock last night, I concluded, and with good reason, I think, that this so-called demonstration simply means the blockade of the entire coast of Annam by the French fleet, and the occupation of Hue, and probably other towns, by the French troops. On my wishing to know whether I could have the privilege of accompanying the fleet, M. Har-

mand said that personally he had no objections to the representatives of the press being allowed to accompany the expedition, as all he desired was that the actual truth of what took place should be known; but, unfortunately, his jurisdiction did not extend to the men-of-war, and Admiral Courbet had decided not to allow any newspaper correspondents on board the vessels. He (M. Harmand) was to accompany the fleet to Hue, and on his return to Haiphong, which probably would be in about nine days, he would willingly give me a report of all that transpired.

On my asking if he had any objections to my outlining the particulars of our interview, M. Harmand replied that he had no objections whatever, and further added that he would be glad if I would make public the actual intentions of the French Republic towards Tonquin. "We have no intention of taking possession of the country," he said, "but it is absolutely necessary that we should assume a more definite control over its interests than has hitherto been the case. As it is in *Burmah*, so will it be in *Tonquin*. We shall have Residents at all the important towns, and in fact, it is our intention to establish a protectorate over the country." M. Harmand assured me that this statement was not diplomacy but the actual truth. After some further conversation on various subjects, in the course of which M. Harmand alluded to the strong terms against several newspapers for publishing false reports in relation to Tonquin affairs, I thanked him for his courtesy, and took my leave.

DEPARTURE OF THE FRENCH FLEET FOR HUE.

HAIPHONG, 4th August, 1883.

M. le *Commissaire Général* Harmand, with his staff, left early this morning in the *Parvial* to join the French fleet in Haiphong Bay, in order to be present as Civil Commissioner of the proposed naval demonstration along the coast of Annam. Colonel Bades, who arrived about 6 a.m. in the steam launch *Songkoi* from Nam-dinh, after a short delay also proceeded straight through to Haiphong Bay. So far as I can gather, there seems every probability that the naval demonstration will develop into a blockade of the coast ports, the bombardment of Tuanan (the port of Hue) and an armed advance on the capital of Annam. I hear on what may be considered good authority that Colonel Bades was ordered specially from Nam-dinh to take the command of the land forces in the attack on Hue—if such a course be considered requisite by the authorities—and personally I have little doubt of the correctness of this information. The number of soldiers on board the vessels of Admiral Courbet's squadron is not known outside official circles with any degree of accuracy; but M. Harmand informed me that General Boute had about 800 (principally Annamese) in the French service at Nam-dinh, and that 200 of all ranks formed the expedition which set out yesterday for Hai-doung whilst my inquirer testifies to the belief that there still about 100 French soldiers left in Haiphong, it would appear that at present the Admiral has few if any regular troops at his disposal. However, to remedy any deficiency in this respect, I am in a position to state that the transport *Amantia* will come on from Saigon with a sufficient number of soldiers to carry out the military operations contemplated, should the Emperor continue refractory.

The result of the expedition may be predicted with the utmost confidence. There cannot be the shadow of a doubt that if the Annamese are not amenable to reason and offer any resistance, the French will capture Hue without much difficulty. In all probability a gunboat will carry intelligence of what transpires direct to Saigon, so that you are likely to get the news concerning the naval demonstration by telegram from that port before my return to Hongkong. It is not likely that anything will be known here for seven or eight days.

Mr. Cameron, the special correspondent of the *Standard*, returned from Haiphong Bay this morning. Hearing of the intended naval demonstration, he came through in a launch from Nam-dinh, and proceeded to Haiphong Bay in the hope that he would be allowed to accompany the fleet. On interviewing Admiral Courbet, that officer, to Mr. Cameron's intense astonishment and disgust, declined under any circumstances, to allow newspaper correspondents on board his vessels. Mr. Cameron argued the point and put the matter very strongly; but it was of no avail as the Admiral remained obdurate, so the incensed journalist had no alternative left but to return to Haiphong. I called on Mr. Cameron at the hotel this afternoon and had some conversation with him as to recent proceedings and future probabilities in the interior of the country. He informed me that he had accompanied the troops from Nam-dinh in sorties made on the 7th and 8th inst. They were exceedingly feeble affairs, the Tonquinese, who are badly armed and most inefficiently equipped, making no stand whatever, but clearing away on the approach of the enemy. The French captured half a dozen old guns, and it is believed that about a hundred of the natives were killed and wounded. As the Annamese always make a practice of carrying away their dead there is great difficulty in obtaining a correct list of casualties. In proof of this it may be mentioned that in the affair of July 19th at Nam-dinh—to which I refer with some reluctance as not to use harsher terms, it was a business matter—beginning to end—the number of dead bodies did not total four hundred, yet the Administrator here telegraphed to the French Consul in Hongkong that the Annamese had one thousand killed and the French only eleven placed *hors de combat* (which might mean anything), and this report was wired to Governor Thomson at Saigon, duly published in the official gazette, and forwarded to the Paris and other foreign journals. However, Mr. Cameron is disgusted with the *business* nature of the proceeding out of the country as soon as possible. He leaves for Hanoi to-night in the steam launch *Tonquin*, and both Mr. Colquhoun and Mr. Gilder have decided to accompany him. Unless something quickly turns up the trio will return via Nam-dinh and shake the dust or rather mud of the country from their boots for good. Mr. Burnell, who came on from Rangoon to represent the *London Daily News*, Mr. Quinton, the "special war correspondent" of your weak kneed evening contemporary, the *China Mail*, and a Parisian journalist from the *Evening News*, have been enjoying a comfortable *bed and breakfast* of mastery inactivity in Hanoi for some considerable time past.

The French war-ship *Drac* arrived from Haiphong Bay at 5 o'clock this afternoon, with Colonel Bades on board. The gallant Colonel reached the anchorage too late to see M. Harmand, the Admiral having sailed for the south immediately after the *Parvial* joined the squadron. The *Drac* stayed behind to bring on some landing stages from Haiphong, which were not quite ready when the *Parvial* left, and doubtless in a few days will be sent to the anchorage to board that vessel. The *Drac* will leave for Tonkin, which has been named as the rendezvous for the fleet, at 3 o'clock to-morrow afternoon.

15th August, 1883.

The *Tonquin*, with Messrs. Cameron, Colquhoun and Gilder on board was despatched for Hanoi between eight and nine o'clock last night. A steam launch which left Hanoi at 2 p.m. yesterday came in this morning, and reports that the garrison there has been reinforced by two companies from Nam-dinh, which possibly may mean that General Boute intends at last to assume the offensive. I hear, however, that the weather there is very hot and oppressive and that a great

many cases of sunstroke, some of them attended with fatal results, have been recorded, so that it would perhaps be unwise to hastily jump to the conclusion that an immediate advance is contemplated either against the entrenched positions of the Black Flags or the important citadels of Sontai and Bacninh. The Rivière *contreforts* has taught the French a bitter lesson, and shown them the necessity of exercising prudence and discretion in carrying out the work before them. News was received from Haiphong this morning to the effect that as soon as the French gunboats were seen approaching the Annamese still left in the citadel hastily retreated, leaving the place empty at the mercy of the invaders. This requires confirmation, but there is no reason to doubt its correctness. The *Hamelin* steamed from her anchorage opposite the Residency at 10 a.m. for Haiphong Bay, where she will cruise until the return of the fleet. The *Drac* left in the afternoon for Tonkin, so that Haiphong is now defended by two very small *canonniers*, a torpedo boat and a handful of soldiers. If the Annamese, whom I have been acquainted with the movements of the French, possessed the slightest amount of energy or enterprise they would have no trouble in taking possession of the town, as they are in force within a comparatively short distance. However, they are either too stupid or too lazy for anything. Steam launches flying the tricolor run daily between Haiphong, Hanoi and Nam-dinh, but although these small vessels could be sunk or captured without the least trouble, the Annamese have hitherto made no attempt to stop this convenient system of communication between the French headquarters and the military stations in the interior of the country. Colonel Bades returned to his command at Nam-dinh in the launch *Sankoi* at one o'clock this afternoon.

[FROM OUR SPECIAL CORRESPONDENT.]

HAIPHONG, 18th August, 1883.

We have at last received definite news concerning the recent expedition against Hai-doung—or Hai-doung as it is sometimes written. The *Commissaire Général* arrived here at 4 o'clock yesterday afternoon, and I have been able to glean particulars of all that transpired since the small flotilla left here on the morning of the 13th. Early on the 14th the French troops entered the citadel of Hai-doung without meeting any resistance; the Annamese mandarins and the garrison evacuating the place as soon as the gunboats made their appearance, and taking up a strong position about 18 kilometres from the city where they quickly proceeded to entrench themselves.

On the 15th the French, numbering 200 in all, left the citadel of Hai-doung on foot and proceeded to the new camp of the Annamese. A very slight resistance was offered, the natives quickly giving way and making good their retreat to Phu-nh-giang, a fortress situated to the south of Hai-doung on the Cua-hoc or Thai-binh canal. The French lost no time in following them up and at once vigorously assaulted the fortress. Some slight show of resistance was made, but it proved perfectly innocuous as the French obtained easy possession of the place on the 16th, without having lost a single man in taking the whole of the three citadels. One gunboat—which was presented to the Annamese by the French Government in 1875—150 guns of various descriptions, 400,000 bullets of *casse*, and a large quantity of stores and ammunition fell into the hands of the victors.

No news has been received from Hanoi for several days, but it has been rumored and is generally believed that a move towards Sontai has been made by General Boute and the forces under his command. This of course requires confirmation, as our latest advices from the interior stated that the Black Flags were still entrenched in great strength in the vicinity of Hanoi. It seems probable, however, that some movement has been made as the *Rurik-mar* has been detained in Hanoi for the past week, doubtless to assist in transporting the troops.

We expect to receive some news from Hue in the course of a few days, but you are likely to hear what has transpired there, by way of Saigon, before it reaches us. Everything is quiet in Haiphong. By the steamer *Sallée*, which will leave in a day or two, I hope to be able to send you details of anything that may have taken place at Hanoi.

[FROM OUR SPECIAL CORRESPONDENT.]

HANOI, August 17th, 1883.

The offensive movement on the part of the garrison of Hanoi, for which extensive preparations have been made for some considerable time past, has at length taken place, and I regret to say that it has ended most disastrously for the French troops. It would be simply misleading the public and making matters very much worse for all concerned either to conceal or gloss over the truth; an advance in our full strength has been made against the combined forces of the Black Flags and Annamese in their strongly entrenched positions in the vicinity of Hanoi, with the result that General Boute, after severe fighting in which heavy losses were sustained on both sides, was compelled to beat a hasty retreat back to the citadel. I send you the following hastily written account of the affair—

On the morning of the 15th inst. the French troops left Hanoi to attack the entrenched positions of the Annamese and their Chinese allies. The little army was divided into three divisions, the left column numbering about 200 men, being commanded by General Boute in person. The centre division, 500 strong, was under the direction of the chief of the staff, Major Caronna, and the left wing, also numbering 500, was commanded by Colonel Bichot. General Boute's column took the direct road to Sontai and passed the place where Commandant Rivière was killed, without encountering any opposition. An advance was then made on Phu-hoi which was easily secured early in the morning, and a few other fortified points were taken possession of. On reaching Phu Hoi, about 10 miles to the north-west of Hanoi, it was found that the Annamese and Black Flag armies were very strongly entrenched behind earthenworks over four metres high, the entrenchments being surrounded by a deep ditch 20 metres broad. The centre column had in the meantime advanced about seven miles from the citadel meeting with only a very slight resistance, and eventually halted at a village, which they captured after firing a few shots, where they waited to effect a junction with General Boute's division in the attack on the entrenched positions of the enemy. The advance of the French was greatly impeded by the nature of the ground, and owing to the country having been partially inundated by the heavy rains which had fallen for several days previously, Major Caronna was prevented from joining his forces with those of his chief. When the General's column got within 300 yards of the entrenchments the Black Flags opened a heavy fire which quickly checked the advance, and although the French made a gallant effort to carry the position they were eventually compelled to retreat. The Chinese immediately left the entrenchments and followed in hot pursuit, when a desperate struggle ensued, the firing on both sides being particularly heavy, but General Boute eventually succeeded in making good his retreat, reaching Hanoi at 6 p.m. I am not in a position at present to accurately state the losses, but they must have been heavy on both sides as the firing was carried on at comparatively close quarters. It rained very heavily during the night, submerging nearly the whole of the coun-

try. The centre division returned to the citadel early next morning.

The division on the right, under Colonel Bichot, after marching about four miles were temporarily stopped by two entrenchments, which they succeeded in capturing after a brief resistance on the part of the Annamese. A third entrenchment close to the river was vigorously attacked, the efforts of the troops being assisted by the gunboats; the French were, however, beaten back, and at 5 p.m. retired to their former positions where they remained until next morning. They again advanced when they found that the entrenchment had been evacuated during the night, so they took possession and immediately commenced to fortify the place, which they have been permitted to hold without further opposition.

It is universally conceded that the French troops fought bravely, and did all that was possible under the circumstances; in fact, as their whole force only totalled about 1700 men, whilst the united Black Flags and Annamese army could not have numbered less than 12,000 soldiers, armed with modern weapons, and as the French were in many instances up to their waists in water, General Boute must consider himself exceptionally lucky in getting out of a very serious difficulty with such a comparatively slight loss.

The result of this affair has conclusively proved that the French can do nothing against the strong forces opposed to them in this difficult country without additional reinforcements, and in my opinion they will require at least ten thousand more men of all arms, with artillery. The authorities may possibly try to make light of this reverse, but nothing can alter the truth. It was expected that the Black Flags would be easily driven from their entrenchments, and that the troops had only to march to Sontai for that important fortress to fall into our hands. This delusion has been quickly dispelled; the old Chinese saying "braves have shown that they are not so easily to be disposed of, and I should think that nothing more will be attempted in this direction until a sufficient force has been collected together to overcome all possible opposition.

[FROM ANOTHER CORRESPONDENT.]

HAIPHONG, August 19th.

On the morning of the 13th of August the French advanced to attack the Chinese position in three columns; the left column commanded by General Boute in person, was about 700 strong, the middle column commanded by the Chief of the Staff, Major Caronna, 500 strong, and the right column, commanded by Colonel Bichot 500 strong. The troops were supported by 6 gun-vessels and gunboats. General Boute's division took the direct road to Sontai and passed the place where Commandant Rivière was killed without encountering any opposition. They then advanced to Phu-hoi, a fort which they captured easily. At a village about two miles beyond, or some nine miles north-west of Hanoi, called V-u, they found the Chinese in numerous and strongly entrenched camps with the fort. They had there nothing to do but to retire, and they fell back on Hanoi in capital order. The middle column succeeded in capturing its goal, Yantai, and holding it until the afternoon of the 16th, when the terrific inundation, submerging the whole country, forced them also to retire to Hanoi. The right column captured and still holds the position about seven miles above Hanoi on the river bank, called the Four Column Pagoda, and the French are fortifying it. So the result may be summed up, that the French captured two of the positions they assailed, but had eventually to give up one by reason of the elements being against them.

It is clear that at least 5,000 men more will be required before anything fully satisfactory can be done.

The inundations will affect the Chinese position I think very materially, as they are surrounded by water and cannot get supplies. In a few days, we shall know how this stands. I shall be sure to write you full particulars by next steamer.

A FRENCH ACCOUNT.

HAIPHONG, 20th August, 1883.

I have just received from Hanoi a letter giving me some information upon the attack place there on the 15th. The letter is from one of the officers commanding the "Yellow Flags," who was engaged in the action.

On the 15th at 3.30 a.m., three columns numbering together about 2000 men left Hanoi for Phu Hoi. The left column was commanded by General Boute; the 2nd by Commandant Caronna, and the 3rd on the right, following the river side, by Colonel Bichot.

In the morning possession was taken of Phu Hoi, and some other fortified places, the left and centre columns reaching as far as Phu Hien which was strongly entrenched with earth works 4 metres high, surrounded by a deep ditch of 20 metres breadth. The fighting here was very severe, the Black Flags and Annamese numbering from 8,000 to 10,000 men. In consequence of the heavy rains and of the consequent inundations some of our men had to fight with water up to their waist belts. This high water prevented the column of Commandant Caronna from joining the General's division and in consequence the General was obliged to withdraw his men and retreat on Hanoi in the evening.

During that time the right column under Colonel Bichot had reached the Pagoda of the Four Columns where the Black Flags had fortified themselves, but they were defeated in a severe struggle by the Colonel, who still maintains himself in his position.

During the day we had about 60 men placed *hors de combat*, but our artillery played havoc amongst the enemy whose losses are estimated at 350 killed and 1,200 wounded.

This high water will most likely stop us from marching forward; but we expect to see it come down within a fortnight and then we shall go to Song Tai.

NINGPO.

[FROM OUR OWN CORRESPONDENT.]

17th August, 1883.

The British gunboat *Kestrel* arrived here on Monday afternoon, the 13th inst., and left again for a cruise to Chusan yesterday morning, taking with her the Acting Consul, Mr. Johnson. She is expected to return here on Monday morning and stay until Tuesday evening.

Shipping in Harbour.—Chinese gunboats *Yukay, Eaurwa, Waychey, Pawan*, and British barque *Gitanilla*, from Penang.

This morning at 2.30 a.m. a fire occurred inside the East Gate of the City and four or five houses were destroyed.

The British barque *Gitanilla*, Captain Taylor, reports:—Left Penang, July 1st. Experienced squally weather all through the Malacca Straits; passed Singapore, July 15th; light winds and variable weather up to the 20th, then strong S.W. wind to the 23rd, followed by strong and heavy gale for 24 hours; then moderate weather till August 4th. Stormy weather commenced on the 5th, at 4 p.m., and anchored between the Taichow Group, when a typhoon was experienced; Barometer 29.15. Storm continued till noon of the 6th

LOCAL AND GENERAL.

H.M.S. *Kestrel* left Ningpo on the 16th inst.The bulk *Chusan*, formerly in Hankow, is now being broken up.H.M.S. *Flying Fish* arrived at Chefoo from a surveying trip round Corea on the 13th inst.The U. S. S. *Monocacy*, at present in Nagasaki, will go to Corea shortly to survey the Seoul river.

The telegraph steamer employed in laying the cable between Saigon and Haiphong was outside the lighthouse at the mouth of the Chi-Chi (Haiphong) river on Thursday last, the 16th inst.

We (Shanghai *Mercury*) understand that the Viceroy Chang said when here that the difficulty between China and France was still unsettled. The War party at Peking were still of a bellicose disposition.The *Mercury* says it is rumoured that there is an Imperial edict prohibiting the export of horses to the South. If there is any truth in this rumour, which we gravely doubt, there will be a scarcity of griffins for the next Hongkong Races.The *Courier* states that the Russian steamer *Baikal*, on a voyage from Hankow to Vladivostok struck a rock near Moukka. Her crew kept her afloat till temporary repairs were effected. When she returns to Shanghai she will be docked.

The Japanese Minister at Seoul reports that the Korean Government has already founded an arsenal, that big steam-engine to be used therein has been ordered from Shanghai; and that skilled Chinese artificers are to be employed to superintend the work in twelve different departments.

According to the Shanghai *Courier*, the steamship *Seine* has successfully completed the Nagasaki-Gutzlaff section of the duplication of the Great Northern-Telegraph Company's cable. There now only remains the heavy river cable to be laid to Wosung, when the entire duplication from Vladivostok to Shanghai will be accomplished.Says the Shanghai *Courier*:—We hear on the best authority that the Chinese have paid to the Roman Catholic Mission in Szechuen the sum of fifty thousand taels as an indemnity for the recent murder of Father Terrance in Yunnan. "The blood of martyrs is the seed of the Church." When the seed is so well watered as on this occasion, it ought to spring up and bear fruit abundantly.The following notification, signed by Yamada Akiyoshi, Japanese Minister for Home Affairs, appears in the *Japan Mail* of the 9th inst.:—It is hereby notified that, in consequence of the prevalence of cholera in Swatow and Canton, the Quarantine Regulations issued by Notification No. 31 of last year shall be enforced on vessels arriving from the aforesaid ports, at Yokohama, Kobe, and Nagasaki.

At the coroner's inquest held at the Government Civil Hospital yesterday afternoon (the 22nd inst.) on the body of Thomas King, an engineer out of employment who fell into the harbour at the Steamboat Company's pier late on Saturday night—which was recovered yesterday morning, evidence of returned verdict of "found drowned." Poor King's remains were interred at the Happy Valley shortly after six o'clock, a large number of the unfortunate man's former acquaintances following the body to the grave.

H. E. CHANG, the new Viceroy of the Two Kwang, was good enough to inform us this morning, the 20th inst., that he has been invested with full powers to treat with the Annamese Embassadors, who are now awaiting his arrival in Canton, on the subject of the present troubles in Annam and China's responsibilities in the matters at issue. The Viceroy further stated that the Chinese Government had laid proposals before the French Ambassador, to the effect that China will undertake the satisfactory settlement of the Annamese difficulties, provided France will agree to at once withdraw her troops from Tonquin. It is scarcely necessary to say that France quickly rejected China's exceedingly verdant proposals.

The following proclamation appears in Saturday's (the 18th inst.) *Gazette*:—Whereas cholera has been reported to exist in the neighbourhood of Hongkong, and whereas it is necessary to take precautions against an outbreak of an epidemic, now therefore, I, Sir George Ferguson Bowen, Governor &c. &c., do hereby call all people within this Colony of Hongkong and its Dependencies to observe the following regulations with as little delay as possible:—(1)—All persons must thoroughly clean their houses, kitchens, back-yards, latrines, drains, down-pipes, &c. (2)—All owners of property must lime-wash the interior of all houses belonging to them. (3)—All rubbish and every kind of offensive matter must be regularly removed every 24 hours.TOM KING, a well known character in this Colony, went on the excursion trip to Macao on Sunday last, the 19th inst., and on landing back at the pier is supposed to have fallen into the water and met his death by drowning. So far as we can learn the body has not yet been recovered, and we have not been able to drop anchor one who was the unfortunate man's tumble into the water. King had been imbibing pretty freely on the return journey which was, however, nothing unusual with him, as the last ten years of his life, barring the periods he spent in gaol, may be described as an almost continuous devotion to the cursed drink, in every shape and form. We have heard it suggested that King, overcome by the drink he had consumed, may possibly have crept into one of the cabins of the *Honam* and been taken up in the Canton yesterday, but we must fear that, in the words of Dibdin's song, "Poor Tom has gone aloft."We (Star in the East) hear from Corea that Seoul can hardly be called an interesting place. The streets are narrow, very dirty, unpaved and without lights at night. The houses are all of one storey only, built of stone, with heavy tiled roofs. They are warmed by fires under the floors on the principle of the Chinese *dog*, the fire being made outside, and the smoke and hot air after circulating underneath, passing out on the opposite side, or in the case of the better class of houses, through a chimney built a few feet from the house. Although the town can thus scarcely be called picturesque in appearance, its situation is pretty, being located in a valley with high hills all round. Game is said to be quite plentiful among these hills, which are within easy reach, and will no doubt furnish capital sport to the few foreign residents during the coming winter. The natives do not seem to be at all unfriendly in their feelings, and the European residents are able to ramble about unattended, in perfect safety, although the extreme iniquity of the inhabitants is occasionally productive of inconvenience. The general appearance of the country is poverty-stricken, but now that it has been opened to foreign trade, an improvement will doubtless speedily set in.H.M.S. *Porpoise* arrived at Tientsin on the 16th inst.The German frigate *Leipzig* arrived at Wosung on the 19th inst.H.M.S. *Kestrel* arrived at Shanghai from Ningpo on the 23rd inst.Sir HARRY PARKES arrived at Yokohama from Hakodate in the Mitsui Bishi Co.'s steamer *Higo Maru* on the 16th inst.We hear that Admiral Meyer, commander-in-chief of the French fleet in China waters, has transferred his flag from the *Victorieuse* to the *Triumphante*.The *Japan Mail* understands that the British Fleet, which left Nagasaki on the 10th inst., will proceed to Hakodate and cruise in the North before visiting Yokohama.We learn from *El Comercio* that the Spanish cruiser *Velasco* left Manila on the 22nd inst., for Haiphong, for the purpose of looking after Spanish interests in that quarter.The French corvette *Villars*, which left the harbour for practice day or two ago, returned this morning, the 27th inst. The *Volta* says we understand, proceeded to Tonquin.

COMMODORE BARON VON GOLTZ, who succeeds Admiral Von Blane in the command of the German squadron on the China station, arrived in Shanghai from Japan on the 23rd inst. He came out via San Francisco.

We understand that some considerable time is likely to elapse before judgment in the "Loureiro Club Lusitano" case will be pronounced, as *on dit* the Chief Justice is awaiting the arrival of some legal work from England containing recent decisions and other matters bearing upon the case.We (Japan *Mail*) are pleased to hear that the merit and long services of Dr. A. J. C. Geerts have been gratefully recognized by the Japanese Government, in whose employ he has been for many years. He has received from the Emperor the distinguished decoration of the Order of the Rising Sun.

ALTHOUGH unable to obtain any information from official sources regarding the "demonstration" lately made by the French squadron under Admiral Courbet along the coast of Annam, we believe we are correct in stating that a telegram has been received, announcing the bombardment and capture of the forts at the entrance to Hué.

We understand that His Excellency the Governor will probably leave here for Shanghai by the English mail steamer *Thames* about the end of next week. The principal object of Sir George Bowen's visit to the north is, we are credibly informed to meet Sir Harry Parkes in accordance with instructions received from the Secretary of State. It is reasonable to assume that certain important diplomatic matters relating to British interests in China will be discussed by Governor Bowen and the new British Minister.THE Chefoo correspondent of the *Shanghai Mercury* writes under date of the 18th inst.:—"A fresh north-east breeze set in with heavy swell, the s.s. *Foochow* swung round broadside to the sea this morning and had to be abandoned. One Chinaman was washed overboard and drowned. The sea is sweeping right over the ship amidst ships and aft, and if the wind does not soon abate the unfortunate steamer will undoubtedly break up altogether. The steamer *Atlanta* arrived to-day from Swatow. Shipping in harbour, *Margaretta*, *Willie*, *Sibirian*, Revenue cruiser *Falcoo*, British gunboat *Flying Fish*.It is rumoured which are prevalent in usually well informed Chinese circles may be relied on, a rupture between France and China on the Tonquin difficulty is not such an impossibility as French diplomatists have hitherto asserted with so much confidence. It is now stated that, in accordance with orders from Peking, the Viceroy of Yunnan has despatched overland large bodies of Chinese soldiers from Kai-hwa in Yunnan and Sze-nan in Kwang-si to the assistance of the Tonquinese and their Black Flag allies. Although statements of this kind meet as it was a fraud on both the law and on the ship-owner, who would have to pay the penalty for the vessel carrying an excess of passengers. The Consul says also that, notwithstanding the fact that he informed the Harbour Master that the practice was illegal, yet the permits continued to be granted there. The heavy fines imposed on British steamships at Portland and San Francisco were largely on account of these "extra" emigrants shipped as "artificial passengers." Of course the U.S. Consul could not prevent this being done on English vessels, but English shipowners are to suffer for the rest of the Harbour Master's office. The *Batwell Castle* had to pay a fine of \$2,500.00 for fifty passengers so put on the decks.ON inquiry at the United States Consulate in reference to a practice that prevailed at the Harbour Master's Office during the time of the Chinese Emigration to California of issuing to charterers, permits for \$1.00 a head to ship large numbers of extra passengers as crew in order to crowd or more, we were informed by the Consul that he refused to sanction such practice as it was a fraud on both the law and on the ship-owner, who would have to pay the penalty for the vessel carrying an excess of passengers. The Consul says also that, notwithstanding the fact that he informed the Harbour Master that the practice was illegal, yet the permits continued to be granted there. The heavy fines imposed on British steamships at Portland and San Francisco were largely on account of these "extra" emigrants shipped as "artificial passengers." Of course the U.S. Consul could not prevent this being done on English vessels, but English shipowners are to suffer for the rest of the Harbour Master's office. The *Batwell Castle* had to pay a fine of \$2,500.00 for fifty passengers so put on the decks.SAYS the *Shanghai Mercury* of the 23rd inst.:—The late Mr. E. A. Reynolds entered the mercantile marine, and at an early period of his life, when twenty years of age, in 1859, he arrived at Hongkong. He served for some years on the Coast of China chiefly in the opium hulks, making only one voyage out of the China seas—to Australia—during the rest of his life. He was in 1845, in one of the opium hulks at Wosung, which was, we believe, his first connection with the Settlement. Some years afterwards he resided in the Settlement. When the Taiping rebels were in the vicinity, he had some transactions with them, and was on very good terms with the Wangs; in consequence, he got the sobriquet of "Taiping Wang." During the rest of his life, he was engaged in various enterprises here, on the Coast of China, and in Japan, connected more or less with maritime affairs. About 1860 he worked the Old Dock, and he was the pioneer of the Peiho, having sent the first merchant steamer, the *Swallow* to Tientsin. He became distinguished for erecting the first telegraph in China; a line from his property at Pootung Point to the Beacon. The Mandarin incited the people to tear up the poles, under the pretext that they injured the *fengshui*. The tower erected by Mr. Reynolds to signal vessels arriving was rather ungratefully called "Reynolds's Folly" by the Shanghai public. It was long a conspicuous feature of the city, and was blown down about seven years ago during a summer storm. The closing years of Mr. Reynolds's active life were not passed in the prosperity of part of his former career, but his characteristic cheerfulness never failed him. His interest in public matters connected with this Settlement was unflagging, and was given expression to in these columns upon occasion.

The subscriptions raised in Saigon towards the erection of a monument to the late Francis Garnier now amount to \$3,496.22.

We learn from Saigon that the French transport *Mythe* left that port for Annam at 3 a.m. on the 21st, having on board 650 soldiers and 30 officers. No news had been received at the date of any offensive operations in Tonquin or Annam.

We note that the medical practitioners in Manila who rendered such good services during the cholera epidemic in the Philippines are to receive substantial pecuniary recompense from the Government in recognition of their efforts at that trying period.

LATEST advices from Hawaii state that Chinese coolie immigration has been officially stopped; but it is proposed to permit a limited immigration of Chinese, of not more than three thousand per annum, at regular intervals, with at least 40 per cent of women.

MR. J. A. CAMERON, Mr. A. R. Colquhoun, and Mr. W. H. Gilder, special correspondents of the *Standard*, *Times*, and *New York Herald* respectively, returned from Tonquin by the steamship *Saltee*, which arrived in port yesterday evening, the 22nd inst.

THE total customs revenues derived by the French Government, for the month of June 1883, from the ports of Haiphong, Hanoi and Nam-Dinh were Tls. 29,757.84, Tls. 10,799.65, and Tls. 4,984.40 respectively, making a grand total of Tls. 45,532.86 for the three ports.

News of the repulse of the French in Tonquin has reached the French fleet here, and it is rumoured in the colony that Admiral Meyer has been asked to be in readiness to proceed to Tonquin to render assistance if necessary. We should think this rumour requires confirmation.

We learn from Canton that a heavy thunderstorm, with torrents of rain, swept over the city and surrounding country on Sunday evening last, the 19th inst., doing a great amount of damage to the crops, and causing a great loss of life. It is reported that between forty and fifty persons were drowned.

WE (Amoy *Gazette*) learn that the Chinese Government are offering big bounties to Chinese seamen, to man the new ironclads expected from Europe. Our contemporary also learns that the Chinese sailors belonging to the various merchant vessels in the northern ports are deserting their vessels in great numbers.We hear from Haiphong that two lorchas, laden with sugar, gambier and oil, to be shipped on board the *Saltee* for this port, were seized by a body of Annamese or Black Flags on Sunday last, the 19th inst. Two French cannonniers were quickly despatched in pursuit of the plunderers, but the *Saltee* left Haiphong before the result of the chase was known.THE steamship *Saltee*, which arrived yesterday, the 22nd inst., reports having experienced a severe gale on the 21st inst., whilst crossing the Hainan Straits. The blow lasted fully eight hours, rendering the sails and other equally destructible gear, which was exposed to the fury of the blast, dirty, thick and foggy weather, accompanied by heavy rain squalls, prevailed, the wind blowing from the N.W. to S.W. in uncertain and violent gusts. There was a nasty cross sea during the gale but the *Saltee* behaved admirably the whole of the time.

We would direct attention to the public appeal, published in another column, made by Sir Walter Medhurst for funds to rescue the English children in Macao, from its present deplorable condition. There is an old tradition, the effect of which England delights to honor her mighty dead; a tradition which in this particular instance has been strangely overlooked, for there are numerous bearers of honored names, men who won hard earned renown in days of old, quietly sleeping their eternal sleep amidst the wild desolation of that neglected and little known burial ground. The amount required to restore the half ruined cemetery to its original condition and to provide for its future maintenance is a comparatively small one—only some two thousand dollars—and as the object is a most laudable one there can be little doubt that the necessary sum will be raised without much difficulty.

The *Foochow Herald* has been favored with the following translation of a proclamation lately issued by the Chinese high officials on the recent introduction into the Celestial Empire of a telegraph system:—"Mu, the Tartar General, Ho, the Governor General of Min and Cheh, provinces; and Chang, the Acting Governor of Fukien; jointly issue this proclamation for the information of the people in general. On reference to the recent introduction of the telegraph system into the Northern Ports of the Governor General of Chih province, Li, had memorialized the Throne, stating that the Tientsin-Shanghai Telegraph had been completed, and that he had also laid before the Throne a memorandum upon the subject for the connection of the land line from Shanghai to Canton, when an imperial sanction had been given in the following words: 'Let the arrangement be properly made as proposed, and the Governors-General and Governors of the provinces be enjoined to issue strict orders to the local authorities along the route to uniformly give their support and protection, so that not the slightest obstacle or injury may be done to the work.' The great Minister Li, on receiving this command is allowed, after due consultation, to depute the Prefect, Si, to investigate the route (along which the poles are to be erected) as also to draw the plan of the same, and again, to depute the Colonel, Wang, to superintend the work to be done by the Chinese and foreign workmen in setting up the poles, which are to be connected by wires from Kiangsoo and Chekiang province the people along the route with the fact; (literally) to make the people understand 'the operation of the Telegraph' as also to extend the land line down to the borders of Kwangtung, passing through Kienling-foo, Yenping-foo, Foochow-foo, Hainghwa-foo, Tsuen-Chow-foo and Changchow-foo; and that interference with the graves, the lodges for workmen in the fields, houses, &c., should not be allowed and, as the roads show, the Commissioners and Tacticians of the Board of Foreign Intercourse, as well as the Board of Reconstruction to that effect. Fearing that the villagers are still ignorant of the circumstances, it is proper that a notification be again issued, and therefore ye, the soldiers and the people in general are uniformly informed, that the Telegraph is being set up under the Imperial sanction, and will be completed with despatch within the limited time given, and with this view, the Middle Kingdom has taken the management into its own hands, and foreigners have no concern at all in the matter. When the line is completed, it will transmit the military news as also afford (much) convenience to the merchants and people, and also prove a benefit, and not be prejudicial. You all must give your proper support and protection to the telegraph so set up without occasioning any obstacle or injury to the same, as by so doing it would entail punishment. Let every one obey this, and do not act against this purposely issued notification. Dated this 23rd day of the 5th Moon in the 9th year of the Reign of Kwangsu (27th June, 1883).

We learn from a correspondent in the north that the Chinese gunboats forming the Pei Yang squadron returned to Chefoo on the 16th inst.

The steamship *Catiboc* was sold by public auction yesterday (the 27th inst.), and after a spirited competition, was knocked down to Mr. A. G. Morris, of Messrs Morris and Ray, for \$31,000.We are sorry to hear from Chefoo that H.M.S. *Flying Fish* was put in quarantine at that port on the 20th inst. owing to the death of one of the crew from cholera. The summer in Chefoo has been an unusually unhealthy one, sickness having prevailed to a very great extent both amongst foreigners and Chinese.El Comercio states that on the 24th inst. the British ship *Polynesian* arrived at Manila from Hongkong with her flag flying half mast and the quarantine flag at the fore. This was in consequence of the death of the Captain, John Peel, who died at sea on the 19th. The vessel was put in quarantine, and the body of the Captain, placed in a coffin made on board, taken on to Manila for immediate interment. Captain Peel's wife and two children are on board the *Polynesian*.

We hear that Mr. H. E. Wodehouse, police magistrate, coroner, and superintendent of the Government Fire Brigade will shortly proceed home on leave of absence. This will of course necessitate the usual re-distribution of offices and another flood of acting appointments. It is, however, satisfactory to learn that Mr. Wodehouse intends during his stay in London to undergo a course of particular instruction in the working of a fire brigade, that best of all schools, the place of honor on Sunday afternoon and evening. Mr. Wodehouse has lately been working very hard, and with a considerable amount of success, to remove the well founded charge of incompetency which was laid against him when Sir George Bowen so inexpressibly appointed him to the Superintendentship.

A CHINESE merchant who arrived by the *Saltee* last night, the 22nd inst., and who was present at the engagement between the French and Black Flags near Hanoi on the 15th and 16th inst., writes as follows:—"A desperate fight took place at Hanoi on the 15th inst. between the Black Flags (Annamese) and the French in which the latter were defeated with a loss of over 400 men killed and wounded. Fighting was resumed on the 16th when the French losses amounted to about 700 men and on the following day they lost 200 more. The heavy torrents of rain which fell on the 17th prevented the French from making good their retreat with facility. I have not heard how many of the Black Flags were killed. A number of foreigners were present and witnessed the engagement." Our correspondent is a respectable and we should say a reliable man; but we think his figures as to the French losses must be wide of the mark.SAYS the *Nagasaki Express* of the 11th inst.:—Two vessels of the British cruising squadron, the *Cleopatra* and the *Daring*, arrived on the evening of Friday, the 3rd inst., at Nagasaki, from the *Vigilant* on Sunday afternoon and the *Amphion*, *Curacao*, *Pegasus*, *Albatross*, and *Linnet*, at dusk on the same evening. All came up to the usual anchorage off the Settlement except the *Curacao*, which vessel, for some strange cause, remained anchored off the Point, and did not even come up the harbour to receive her coal. General leave has been given throughout the squadron, and the usual number of sailors on shore every day gave quite a lively and busy appearance to the Settlement. As a rule, we believe the men have conducted themselves in an orderly manner, and we have not heard of any complaints of misconduct having been made. Shortly after 8 a.m. on Thursday the *Cleopatra* steamed alongside of the *Daring*, and after an hour's maneuvering in a difficult and cramped position, she succeeded in taking the latter vessel in tow, thereby saving about two tons of the *Daring's* coal, against which has to be placed an extra ton consumed by the *Cleopatra*, and the endangering of two valuable ships. The *Cleopatra*, is a large vessel, with only a single screw, and it certainly seems to be the height of folly for Admiral Wiles to compel the ships under his command to do in a narrow and crowded harbour what could be done at almost any time in the open sea with the same result—minus the risk. Shortly after the *Cleopatra* and *Daring* left, the *Sapphire* came in under sail from Hongkong. The remainder of the squadron, except the *Vigilant* and the *Sapphire*, left yesterday but their movements are not known; it is, however, thought that they will rendezvous at Tausima, and afterwards proceed northwards. The two vessels remaining in harbour leave to-morrow. The *Audacious* is reported to be coming back in about two months, to go into Dock.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the Hongkong Club on the 25th inst. There were present:—Messrs. W. Reiners (Chairman), W. S. Young, F. B. Johnson, H. L. Dalrymple, A. Guitlow, W. H. Forbes, A. F. McEwen, F. D. Sassoon, M. E. Sassoon, (Directors), T. Jackson, (chief manager) G. E. Noble, (sub manager) G. R. Johnson, A. Ahlmann, Douglas Jones, E. George, A. McCannachie, J. R. Anton, J. Y. Vernon, A. G. Stokes, J. T. Chater, D. McCulloch, A. H. Chino, P. Jordan, H. Foss, V. C. Rocha, J. D. Ball, E. George, M. Grote, F. Henderson, R. R. Coombs, C. P. Chater, W. Gaskell, H. G. Schumann, D. B. Tata, D. Norman, and W. Legge.

After the notice convening the meeting had been read by the Chief manager the Chairman read the following report:—To the Proprietors of the Hongkong and Shanghai Banking Corporation. Gentlemen.—The directors have now to submit to you a general statement of the affairs of the bank, and balance sheet for the half year ending 30th June last. The net profit for that period, including \$38,015.77 brought forward from last account, after paying all charges, deducting interest paid, and making provision for bad and doubtful debts, amount to \$614,165.55, of which, after taking into rebate on bills not yet due and remittance to directors, there remains for the directors to divide, \$514,165.55. From this sum, the directors recommend the payment of a dividend of two pounds sterling per share, on the shares then in the hands of the shareholders, and 3/16th of the current rate of the day amount to \$1,014,165.55. The balance \$500,000 to be brought forward to the credit of new profits and loss account.

The Chairman then said:—Gentlemen, the accounts which are annexed to the report just read, and which I believe you will concur with the Directors, and the result of the last half year's working is very satisfactory. Considering that business in China and Japan, the principal field of our operations, has not been very remunerative to those interests, the Directors' beg to congratulate the Shareholders upon the good profits realized. We have every reason to look with confidence to the future and to expect a good result for the present half year, which has commenced, I am happy to say, well. In reviewing the accounts you will in the first

place observe that we have adopted a new heading, viz.—The "Dividend Adjustment Account," showing the difference in exchange between the rate at which the dividend is declared and the current rate of the day. We were in the habit formerly of deducting this difference in exchange from the net profits, but there is no doubt the method now adopted is more correct as showing more clearly the actual net profits of the Bank. Our Government Securities have been reduced from \$1,630,255.54 to \$1,162,902.40, which, however, is only temporary, as we have since invested a large sum of money in the new Indian Loan, which has just been issued at Calcutta. Our next accounts will thus show a considerable increase in this item, which the Directors intend to maintain as a permanent investment of a portion of our Reserve Fund. I am sure this will meet with your approval. We have added \$100,000 to the Dividend Equalization Fund which now stands at \$200,000, and our Reserve Fund has been augmented by the premium received on the issue of the new shares to the respectable figure of \$3,198,336.43. A further sum from the same source will be added at the end of the year to this fund. We are strongly impressed with the wisdom of following the example set by the great banks at home, who are all building up vast Reserve Funds. Some time ago we looked upon 25 per cent of Reserve as the summit of our ambition, now we consider 50 per cent the amount to try and attain to. I hope the time is not far distant when we will be able to show a Reserve of 5 millions of Dollars. The second call of the new Shares was due on the 30th June last: the next falls due on the 30th September and the last on the 1st December next.—The business of the Bank is steadily increasing, and with the strong support of our Shareholders it will be a most pleasant duty for the Directors and Managers to follow the course hitherto so successfully pursued.—With these remarks, Gentlemen, I intend to propose that the Report and the accounts, as presented, be passed, but before doing so I shall be glad to answer any question you may wish to bring forward with reference to the accounts.

No questions being asked, Mr. C. P. Chater seconded the proposition of the Chairman, and the report and accounts were unanimously passed. The Chairman then stated that there was no other business to bring before the meeting, and that the dividend warrants would be ready on Monday next. Mr. Douglas Jones proposed a vote of thanks to the Directors, Chief Manager, and staff of the bank, when the Chairman said that Mr. Jackson would probably say a few words. The Chief Manager, who was warmly greeted on rising, said:—Gentlemen, on behalf of the staff generally, and myself, I beg to thank you for the kind remarks made. This brought the meeting to a close.

CHINA SUGAR REFINING COMPANY, LIMITED.

The following is the report for presentation to shareholders at a half yearly general meeting, to be held at the offices of the General Agents, at 3 o'clock p.m. to-morrow, the 17th inst.:

In accordance with the special resolution passed at the extraordinary meeting of shareholders held on the 25th March last, the General Agents have now to submit to the shareholders a statement of accounts showing the working of the refinery for the six months which ended 30th June last. The net balance of profit and loss accounts, including \$1,845.91 carried forward from last year, after providing for the usual charges, amount to \$204,875, which the General Agents and Consulting Committee recommend to be disposed of as follows, viz.:—To pay a dividend for the half year on the old capital of 1 per cent \$48,000.00 On account of 200 extensions 10,000.00 In reduction of cost of patents 2,000.00 Balance cost of removal of plant from Hongkong 12,000.00 Towards repairs of plant 2,000.00 For repairs to distillery 2,000.00 \$86,000.00 Carry forward to next half year \$118,875.00 \$204,875.00

The alterations at the East Point Works have resulted most satisfactorily in a considerable decrease in the cost of the refinery, and of opposition which may be looked for next year, the General Agents and Consulting Committee deem it absolutely necessary to advise the shareholders that the cost of those alterations and the extension in progress at Swatow.

NEW CAPITAL. The new capital called up and payable on the 30th June last has all been received and \$15,100 therefore appear at credit in the accounts now rendered.

DEBENTURES. Debenture bonds to the extent of \$50,000 fall due and were called on 30th June.

THE CURRENT HALF-YEAR. The business of the current half year is progressing satisfactorily. The accounts have been audited by Messrs. Thomson Arnold and L. C. Ballou.

JARDINE, MATHESON & CO., General Agents. Hongkong, 14th August, 1883.

CHINA SUGAR REFINING COMPANY, LIMITED.

A half yearly meeting of shareholders in the China Sugar Refining Company, Limited, was held in the office of the General Agents, Messrs. Jardine, Matheson & Co., yesterday afternoon, the 17th inst. There were present:—The Hon. F. B. Johnson, (Chairman), Messrs. W. Reiners, F. D. Sassoon, E. R. Bellios, (consulting committee), J. J. Bell Irving, J. Thurburn, Douglas Jones, W. Legge, J. A. Mosley, A. E. Vaucher, W. H. Morgan, E. George, G. C. Cox, H. Dickson, and H. C. Maclean, (secretary). The notice calling the meeting having been read by the secretary the Chairman said:—Gentlemen, this meeting is the outcome of the resolution that was passed at the extraordinary meeting of the shareholders held on the 25th March last, which provided for an increase of the capital of the Company, and for the accounts to be closed to the 30th June. I have great pleasure in laying on the table the report of the General Agents and Consulting Committee, and also a statement of accounts for the half year which ended on the 30th June. The statement shows a satisfactory result, which is due mainly to honest work on the part of the manager, Mr. Dickson, and the staff at East Point, especially in connection with the extensions and alterations there, and also, I have great pleasure in adding, to the recent management on the part of our agent, Mr. Craig, and of those who are in charge of the branch refinery at Swatow. Gentlemen, the accounts pretty well speak for themselves, and I do not know that I can with advantage add anything to what we have stated in the report. Before moving the adoption of the report and passing of the accounts, I invite any shareholder present to put any questions which he may think called for.

Mr. Legge—Mr. Chairman, in the course of my walks around town since this report was issued, I have heard a good many enquiries about an item which appears among the assets, that of refined sugar (all sold) a total of \$215,451.31. People seem to be anxious to know, not whether this is a good asset or not, but why there should be such a very large amount as nearly a quarter million dollars worth undelivered, as supposed to be refined sugar. I hope that it will be fully explained. I am simply giving you the benefit of what I hear as I go round town.

The Chairman said:—In reply to the question put to me I beg to point out that the quantity of refined sugar undelivered is not at all unusual. If reference is made to the last report it will be seen that the quantity undelivered was \$220,000 worth, and that is really only about fifteen days' working of the refinery, which now turn out over 2,000 piculs a day. It is absolutely necessary to have such a stock. Mr. Legge—But this is all sold.

The Chairman—The fact that it is sold is, I hope, not objectionable.

Mr. Legge—No, but why should it be lying there?

The Chairman—Don't you think it very desirable that we should make sales if we can at a good profit? The quantity stated is not at all larger than usual, but it is having to have such a large stock that leads to the extensive borrowings of the Company, and it is absolutely necessary. The deliveries were going on up to a fortnight ago very satisfactorily, and they have recommenced. I have no reason to suppose that there is any undue stock in the refinery. I may add that if you look at the accounts you will see that this is the busiest season of the year. We are now turning out nearly 2,500 piculs a day, and we have a very little larger stock than we had at the slackest season, on the 31st December.

Mr. Legge said he was perfectly satisfied with the explanation.

No other questions being asked, the chairman moved the adoption of the report and passing of the accounts, which was seconded by Mr. Thurburn and carried unanimously.

The chairman stated that there was no other business to be brought before the meeting, and that the dividend warrants would be issued to-day.

A vote of thanks to the chairman, proposed by Mr. Legge, brought the meeting to a close.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the report of the board of directors of the ordinary half yearly meeting of shareholders, to be held at the offices of the company, No. 14, Praya Central, Hongkong, on Monday, the 20th August, 1883, at 3 o'clock p.m.:—To the Shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen.—The Directors have now to submit to you their Report with a Statement of Accounts for the half year ending 30th June last. The net profit for this period, after making provision for the usual charges, and after paying interest due on all charges, amount to \$118,625.00, of which, after taking into rebate on bills not yet due and remittance to directors, there remains for the directors to divide, \$118,625.00. From this sum, the directors recommend the payment of a dividend for the half year on the old capital of 1 per cent \$48,000.00 On account of 200 extensions 10,000.00 In reduction of cost of patents 2,000.00 Balance cost of removal of plant from Hongkong 12,000.00 Towards repairs of plant 2,000.00 For repairs to distillery 2,000.00 \$86,000.00 Carry forward to next half year \$118,875.00 \$204,875.00

The alterations at the East Point Works have resulted most satisfactorily in a considerable decrease in the cost of the refinery, and of opposition which may be looked for next year, the General Agents and Consulting Committee deem it absolutely necessary to advise the shareholders that the cost of those alterations and the extension in progress at Swatow.

NEW CAPITAL. The new capital called up and payable on the 30th June last has all been received and \$15,100 therefore appear at credit in the accounts now rendered.

DEBENTURES. Debenture bonds to the extent of \$50,000 fall due and were called on 30th June.

THE CURRENT HALF-YEAR. The business of the current half year is progressing satisfactorily. The accounts have been audited by Messrs. Thomson Arnold and L. C. Ballou.

JARDINE, MATHESON & CO., General Agents. Hongkong, 14th August, 1883.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary half yearly meeting of shareholders in the above company was held this afternoon, the 20th inst., at the company's offices, No. 14, Praya Central, at three o'clock, when there were present:—The Hon. F. B. Johnson, (Chairman), Messrs. W. Reiners, F. D. Sassoon, E. R. Bellios, (consulting committee), J. J. Bell Irving, J. Thurburn, Douglas Jones, W. Legge, J. A. Mosley, A. E. Vaucher, W. H. Morgan, E. George, G. C. Cox, H. Dickson, and H. C. Maclean, (secretary). The notice calling the meeting having been read by the secretary the Chairman said:—Gentlemen, this meeting is the outcome of the resolution that was passed at the extraordinary meeting of the shareholders held on the 25th March last

MAIL SUPPLEMENT.

The Hongkong Telegraph.

No. 496.

THURSDAY, AUGUST 30, 1883.

SIX DOLLARS
PER QUARTER.

BIRTH.

On the 24th instant, at No. 8, Old Bailey Street, the wife of EZEKIEL ONADAVA, of a daughter.

DEATH.

At Chefoo, on the 18th inst., J. C. THOMSON, of Messrs. Cornabé & Co.

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO ALL SUBSCRIBERS.

HONGKONG, THURSDAY, AUGUST 30, 1883.

If all tales be true, the corruption which has for years tainted and still defiles the working of the various departments of the government of Hongkong has been tolerated and winked at for so long by complacent time-servers that it has come to be regarded by the operators of a most iniquitous system of vile "squeezing," as a privilege sanctioned by tradition and ages of criminal toleration. It would appear from most reliable evidence—which more anon—that a certain crowd of unscrupulous harpies who disgrace the Civil Service, have a peculiar method of accumulating wealth at the expense of the Government and the community, under official auspices—a method not altogether unknown in other walks of life, but none the less reprehensible because it happens to enter largely in the general practices, and the commercial as well as the official customs of the Chinese. The servants of the Hongkong Government alluded to are not too poor for a bribe, nor are they too proud to raise the cry of "bakh-shish." So long as they can succeed in what is vulgarly termed "plugging the dollars," the disgrace and shame attendant on contaminating one's fingers with base bribes is regarded as of no consequence whatever; to have the power to skillfully manipulate the powers vested in them by reason of their official positions, or in other words to make a grand show of efficiently performing their duties before the public whilst *sub rosa* they are actually dishonestly robbing the treasury in their by-purses, neglecting the interests they are paid to uphold and, as Shakespeare expresses it, selling their offices for gold to underservers—is the chief accomplishment of these high-toned officers of the Crown.

We would fain hope that the sickening charges of corrupt practices against numbers of government employes in Hongkong are not well founded, but the evidence which has been laid before us is far too strong to allow the matter to pass by without comment and investigation. At present, however, before bringing to the notice of the Government and the public a list of specific charges of malfeasance in the shape of extorting and receiving bribes for neglecting or improperly discharging their duties, against officers employed by the Colony, we deem it advisable to have every individual case so strongly supported by evidence of the most reliable character, so that there can be possibility of the innocent being made to suffer for the guilty. In our possession are a number of properly authenticated letters from responsible residents in Hongkong, seriously implicating certain government servants in practices which involve bribery and in substance criminal fraud, and which ought to be legally punishable as felony. The charges contained in these letters embrace a wide area in the range of government departments, and they implicate both high and low, from the laborer at \$50 per month to "the chief" with his thousand pounds per annum.

Official corruption is a fitting subject to be dealt with by the public press, and where our obligations to the public are concerned we shall not hesitate to freely expose the names of the delinquents and the nature of the jobbery they have been permitted to carry on with impunity for so long. But we insist on the proofs furnished us being of a character that will not admit of the shadow of a doubt as to their strict accuracy. And we would also have it distinctly understood that the columns of this journal cannot under any circumstances be made the medium for indulgence in private vindictiveness or personal spite. Two or three of the letters sent to us ought properly to have been directed to the Colonial Secretary to be laid before His Excellency the Governor for investigation. In one instance the writer accuses a government official with accepting a bribe from himself, and avows his readiness to come forward and swear to the fact if necessary. As this person received a *quid pro quo* for his "cumshaw," and was doubtless the first to suggest this effective and easy plan of surmounting a much more expensive difficulty, we are strongly of opinion that he is equally culpable with the officer he suborned. From the days of Delilah down to the present time traitors and traitresses have very properly not been regarded as specimens of humankind worthy of imitation. The verdict of the world will be that the informer Carey was far and away the greatest scoundrel of all, those implicated in the Phoenix Park tragedy, and history tells us that traitors in all ages have been covered with merited obloquy. We have made these remarks as several of our correspondents evidently labor under the delusion that they have merely to send us a letter accusing certain persons of heinous offences to ensure our immediately rushing headlong into the breach, without the least consideration for the feelings of the accused or the interests of justice.

We shall return to this theme as soon as our investigations into the alleged cases

brought under our notice have been satisfactorily completed. Until then it is sufficient to say that the subject will be fairly but fearlessly dealt with, no matter who may be implicated, and that from present appearances it appears certain that more than one official Pharisee will realise the truth of the saying that "money often costs too much."

A few weeks ago we directed public attention to the system which prevailed at the Harbour Master's Office of issuing permits to masters of vessels of other than British nationality, authorising such masters to ship their crews at their respective consulates, and made special reference to a fee of one dollar per man which has been the practice of the department named to levy on ship-masters for this so-called privilege. Taking our stand on the clauses of "The Merchant Shipping Consolidation Ordinance of 1879," we contended and endeavored to prove—successfully we think—that the exaction of this one dollar fee could not be legally justified, that, in fact, it was a bare-faced extortion, apparently due to "a series of incomprehensible misunderstandings, glaring misinterpretations, or gross blunders" in carrying out the provisions of the ordinance. Ordinance 8 of 1879, (sec. 5 chap. 5) which deals with the shipping and discharge of seamen says—

"No seaman shall, except with the Harbour Master's sanction, be shipped to do any coast or foreign voyage, or to be employed on board any ship, except with the Harbour Master's sanction, who shall charge for every seaman shipped, a fee of one dollar, such fee to be paid to the Harbour Master, by the master of the ship shipping such seaman, and such master shall deduct the same from the wages of the seaman shipped; and the Harbour Master shall require such master to lodge with him the certificate of discharge for the last ship, and failing the production of such certificate, such seaman shall be bound to give satisfactory explanation to the Harbour Master of the cause of the non-production thereof. The above mentioned fee shall be accounted for by the Harbour Master to the Treasury."

We stated that "at the first glance this section of the act would appear by a side wind (i.e. the Harbour Master's sanction) to justify the permit system above alluded to; but a closer investigation of that and following sections conclusively negatives the assumption; in fact, it is plainly set down that the ordinance applies only to British and Colonial ships. The remaining sections of this chapter clearly show that the powers possessed by the Harbour Master with regard to British and Colonial vessels, are vested in the various Consuls or Vice-Consuls when foreign vessels are concerned." We further remarked that from a searching investigation of the Harbour Master's annual reports and other official statistics it was our impression the permit fees alluded to had not been regularly accounted for to the Treasury, as prescribed by ordinance. After calling attention to the strange anomaly that the Pacific Mail Company had never paid any such fees, we left the question open for investigation by the Hongkong Government.

On an affair of such importance to foreign mercantile interests it was to be expected that the Foreign Consuls would take some action to have matters placed on some satisfactory basis. The lead appears to have been taken by Colonel Mossy, Consul for the United States, Dr. O. F. von Mollenhoff, the acting consul for the German Empire quickly following suit. We understand that a somewhat animated controversy has been going on between Colonel Mossy and the local Government on the matters in dispute for some time past, but with what results we are not in a position to say. However, the following correspondence between Dr. von Mollenhoff and the Colonial Secretary clearly shows the positions taken up both by the Government and the Foreign Consuls:

Hongkong, August 11th, 1883.

Sir,—Up to the present time masters of German vessels have been in the habit of paying to the Harbor Master a fee of one dollar for every sailor shipped by them in this port, although the sailors were never shipped at the Harbor Master's office but invariably through the Consulate, which being a Consular fee is prescribed by German law. Several masters have now represented to me that for some time past American vessels have ceased to pay the fee, and complain of this apparent inequality of treatment of different nationalities. I have therefore the honor to request you to be good enough to give me information on the following points:—

1.—Is the fee in question, i.e. the payment of one dollar for every sailor shipped by a ship of other than British flag and consequently not shipped at the Harbor Master's office but at the respective consulates, a legal fee and sanctioned by H.B.M.'s Government? and on which section of that ordinance is the levying of the fee based?

2.—Is my information correct that American vessels have ceased to pay this fee for some time past?

3.—If so, for what reasons has this exemption been granted to American vessels and not extended to all foreign ships?

I have, &c.,
(Signed) O. F. VON MOLLENHOFF,
Acting Consul for Germany,
The Hon. W. H. MARSH, C.M.G.,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, August 15th, 1883.

Sir,—Your letter of the 11th instant, on the subject of the fee of \$1 a head which is levied by the Harbour Master on each seaman shipped in this port, has been laid before the Governor, and I have been directed by His Excellency to forward for your information copy of a report from the Harbour Master explaining the circumstances under which this fee has been levied for the past thirty-one years, and to state that His Excellency is advised that this has been done in strict accordance with the law under which the fee in question is properly payable in respect of every seaman shipped, whatever may be the nationality of the vessel, on board of which he engages to serve.

The object of the Ordinance under which this fee was originally imposed, was, the prevention of desertion and the better regulation of merchant seamen in this Colony, and with the same object in view, when Ordinance 6 of 1879 was repealed, the section referring to the shipping and discharge of seamen

was re-enacted by Chapter V Section XVI of Ordinance 8 of 1879.

The Harbour Master informs His Excellency that the system complained of by you has been found to be very useful, as tending in a great measure to check desertion of vessels in this port. The fees received by the Harbour Master are paid by him into the Colonial Treasury.

In reply to the second question contained in your letter, I am directed to inform you that if any American vessels have shipped seamen without payment of fees it has been done without the cognizance of the Harbour Master, and the law has in such case been evaded. Quite recently the American Consul has refused payment of these fees and the question will be referred for the consideration of the Imperial Government.

The only vessels that are exempted by law from payment of these fees are men-of-war and the vessels of the Messageries Maritimes which by local Ordinance have the status of men-of-war.

I have the honour to be,
Sir,
Your most Obedient Servant,
W. H. MARSH,
Colonial Secretary.

Dr. O. F. VON MOLLENHOFF,
Acting Consul for Germany,
&c., &c., &c.

REPORT BY THE HARBOUR MASTER.

The fee complained of by the United States Consul was originally introduced by Section 5 of Ordinance 6 of 1882. "An Ordinance for the prevention of desertion, &c."

This Ordinance was repealed by the Merchant Shipping Consolidation Ordinance 8 of 1879, but the section complained of was re-enacted by sub-section 5, Section 16 of the later Ordinance, perhaps not in the same words but bearing the same meaning.

Sub-section 5, Section 16 of Ordinance 8 of 1879 is as follows: "No seaman shall, except with the Harbour Master's sanction, be shipped to do any coast or foreign voyage, or to be employed on board any merchant ship, except with the Harbour Master's sanction, who shall charge for every seaman shipped a fee of one dollar, such fee to be paid in the first instance by the master of the ship shipping such seaman, and such master shall deduct the same from the wages of the seaman shipped."

The above mentioned fee shall be accounted for by the Harbour Master to the Treasury. If any interpretation is required to the words underlined, reference to the repealed Ordinance will make them clear. The section 5 of Ordinance 6 of 1882 the words used, as to shipping seamen, are "and no seaman shall be shipped either for an English or Foreign ship elsewhere than at the Office of the Harbour Master who shall charge for every seaman shipped a fee of one dollar, &c."

This wording leaves little doubt as to the intention of the Ordinance.

It is not desired to deprive consuls of the right to discharge one of their principal functions—shipping crews for the merchant ships of their countries—and in order not to interfere with that privilege the following practice obtains:—The master of a foreign ship desirous of shipping a crew enters the names of the men on a "Permit" to ship, with the seamen's discharges or permission to ship is presented at the Colonial Shipping Office, the papers are examined and it found correct (sub-section 5) the sanction of the Harbour Master is given for the men to be shipped at the proper Consulate, the fee of one dollar per man is paid, and the master, can then ship his men. It will thus be seen that while the law of the colony is observed, the Consul's duties are not interfered with.

The officer in charge of the shipping office keeps a record of all men legally discharged in the Colony, and the permit system enables him to keep a record as to when they ship and where they go.

The system complained of by the United States Consul has been in force in this Colony for a period of thirty-one years and is found to be a very useful measure. It tends in a great measure to check desertion and has not been made the subject of much complaint. I enclose a copy of letter written on the same subject on the 18th June 1879.

(Signed) H. G. THOMSETT,
Harbour Master.

July 11th, 1883.

The only satisfactory thing in the Colonial Secretary's letter to the German Consul is the assurance that the question relating to the exaction of these permit fees has been referred by the decision of the Imperial Government. If the matter has been fairly represented to the Secretary of State—which in the face of the foolishly reckless assertions contained both in Mr. MARSH's letter and Captain THOMSETT's report is open to doubt—there is some prospect of its being settled on its bare merits; but if a one-sided and garbled version of actual facts has been sent home, it is not impossible that Lord DERRY will be influenced by the official utterances of those who are responsible for what is clearly a gross infringement of the existing law. The Colonial Secretary, although not asked the question by Dr. von Mollenhoff, goes out of his way to state that the permit fees exacted by the Harbour Department have been accounted for to the Treasury. If this be the case—and we see no reason why the word of the Colonial Secretary should be questioned—it is somewhat surprising that these fees have been so conspicuously absent from the Harbour Master's financial returns. The attempt by the Harbour Master to give the clauses in the Merchant Shipping Ordinance a meaning which no possible method of word-twisting can uphold, is only slightly less ridiculous than his assertion that the system of charging a one dollar fee for shipping seamen, at a foreign consulate is a very useful measure, as it tends in a great measure to check desertion and has not been made the subject of much complaint.

Mr. MARSH informs the German Consul (1) that it has been the custom for thirty-one years to collect at the Harbour Master's office a fee of one dollar for each seaman shipped on all foreign vessels at the various Consulates in the colony, the vessels of the Messageries Maritimes Co. alone excepted; (2) that, since the United States Consul on July 6th complained of this alleged unlawful action, American ships have evaded the payment of this fee; (but the honourable gentleman

forgets to enlighten us as to the mode by which the "Yankees have evaded it"; and (3) that the United States Consul has refused to pay the fee. We beg leave to join issue with the Colonial Secretary on some of these points. The Pacific Mail Company's steamers, for some unexplained reason, have not been made to pay this fee; the American shipmasters have not, nor could they possibly have evaded the law, but as a matter of fact they have all when clearing their vessels been asked the number of men they shipped at the Consulate and no shipping fee has been demanded from them; the United States Consul never did pay the fee nor was he ever asked to pay it; the fee was always collected from the Master of the vessel at the Harbour Master's. Either the statements made in the Colonial Secretary's official communication, to the German Consul, or our positive assertions on the same subjects are wide of the truth. We are prepared to produce conclusive evidence in support of our side of the question. And we would now ask His Excellency the Governor and the energetic Colonial Secretary—Colonel Mossy, the United States Consul in Hongkong, has the power in this Colony to prevent the action of English law, backed up as it is by all the pride, pomp and circumstance of a British Colonial Government, two regiments of infantry and artillery, an ironclad fleet—and those gallant warriors the Hongkong Volunteers? If not, what does the official letter of the Colonial Secretary actually mean?

The Daily Press hears, on reliable authority no doubt, that His Excellency the Governor has received by telegraph the approval of the Colonial Office for the sanitary works proposed by himself and the local government, and that they will be proceeded with immediately. An expectant public would certainly be glad to know what are the sanitary works which have been proposed by Sir George Bowen and his immediate advisers, and so promptly sanctioned by the Secretary of State. Presumably they must be of considerable importance, or it would scarcely have been deemed requisite to invoke the aid of the telegraph, albeit officials have a lordly habit of being exceedingly lavish with public money. The only sanitary work in any way identified with the present Administration is the reclamation of Causeway Bay, and whatever opinions may exist as to the causes which have made this proposed innovation an actual necessity, we think it will be universally conceded that the quicker the present existing monument of official imbecility is removed from the public gaze, the better will it be for the health of the colony—and the professional reputations of the accomplished scientists whose ingenuity and skill so quickly transformed the prettiest little bay and the safest harbour of refuge for native craft in the entire island, into a foul and evil smelling swamp. And, therefore, if the approval of Lord DERRY, specially telegraphed, only refers to this particular sanitary work, we rejoice exceedingly at the unusual promptitude displayed by Mr. BURKELLY JOHNSON's particular friends—the departmental clerks of the Colonial Office.

It is a great pity our morning contemporary did not give us a list of the sanitary works proposed by the Governor and the local government, which Lord DERRY has authorised shall be commenced forthwith. We, of course, know that there is to be a new Central Market—a work which could easily have been delayed in the face of other equally important and more urgently required undertakings—but this, we believe, was sanctioned long ago. Surely cannot be that the sanitary works which are to be proceeded with immediately are the sweeping recommendations of Mr. OSBERT CHADWICK. We sincerely hope not, as such a course could only involve the colony in a heavy outlay on so-called improvements, which are a complete delusion. At the meeting of the Legislative Council held on the 8th inst. Mr. BURKELLY JOHNSON, in commenting on the question of public works, expressed a hope that before the sanitary works recommended in CHADWICK's report were sanctioned, the public would have the opportunity of expressing their opinion upon them, and pointed out the folly, as sanitary science was yet in its infancy, of Hongkong spending large sums of money by way of experiment, before we can see whether the proposed so-called improvements will carry out the end which we have in view. With the views of Mr. JOHNSON on this point we entirely concur; and in a re-constituted legislative assembly the honourable member may always rely on our support in opposing schemes, the aims of which tend far more to self-aggrandisement and the gratification of personal ambition than to the true welfare of the colony and the community. As the work covered by Mr. CHADWICK's scientific recommendations are not included in the Estimates for the current year, it is hardly likely that the Governor would hurry on their accomplishment in a manner which would certainly prove objectionable to the public; still even worse things than this have been done, and unless these are the sanitary improvements sanctioned by wire by the Secretary of State, we are at a loss to fathom what else can be meant. The lazarette on Stonecutters' Island could scarcely be properly designated a sanitary work; but it is a most urgent requirement nevertheless—so urgent, in fact, that we are surprised so little has been done towards its completion. Meanwhile we anxiously await for the development of the mystery which is to enlighten us about the important sanitary works proposed by

Governor Bowen and the local Government and sanctioned by telegraph by Lord DERRY, which are to be proceeded with immediately.

As will be seen from the interesting letter from our Haiphong correspondent, published elsewhere, the French have at last shown their hand in regard to their future policy in Tonquin. As we predicted would be the case several weeks ago, the first decisive action taken by the French squadron has been an advance in force on the capital of Annam. The whole of the vessels under Admiral COURNET's command, with the exception of the *Drac*, left their anchorage in Halong Bay on the morning of the 14th inst. bound for Touron for the ostensible object of making "a demonstration" along the Annamese coast. As M. HARMAND, the civil administrator of affairs in Tonquin, accompanied the fleet, it may fairly enough be assumed that an attempt will be made to enter into negotiations with the Emperor of Annam before a resort is made to hostile measures; in fact, so much was admitted by that officer himself. However, as the *Drac* left Haiphong on the 15th to rejoin the squadron at Touron, having on board a number of landing stages, and as the transport *Annamite* was bringing on a large force of French troops from Saigon, there can be little doubt that, unless the Annamese authorities readily acceded to the French demands, the arrangements were to bombard Tuanan and under cover of the guns of the fleet make a land attack on Hue. In all probability the French are already in possession of Hue so that, so far as France and the Emperor of Annam are concerned, the questions at stake may be considered as practically settled.

The real difficulty, however, has really nothing whatever to do with the Annamese authorities at the capital, and the seizure of Hue and the blockade of the coast ports will not in any respect alter the *status quo* in Tonquin. The Tonquinese commanders at the powerful fortresses of Bachninh and Sontai, and the chieftains of the Black Flags, care as little for "Du Duc" or his successor as they do for the French, and as their forces are really the only fighting men in the country, and are well armed with modern weapons, besides being strongly entrenched and having the advantages of knowing the country and being injured to the trying climate, the French Protectorate—for, if M. HARMAND's statement to our correspondent may be relied on, that is the object of the war—can only be established in blood and after very severe fighting. It would appear that the strength of the French forces in Tonquin is totally inadequate for the difficult task before them. General BOUET has 2,800 men at Hanoi, Colonel BARNES 850 (of whom more than 500 are Annamese) at Namdinh, and there are, at the outside, some 300 troops of all ranks in Hai-duong and Haiphong. The strength of the Tonquinese garrisons at Sontai and Bachninh are not accurately known, but that they are exceedingly numerous is quite certain; and if, as has been reported, the Tonquinese have been strongly reinforced by Chinese from Yunnan and Kwang-si, General BOUET will have some severe work cut out for him, even presuming he is able to cut to pieces the large Annamese and Black Flag contingents—estimated to number between fifteen and twenty thousand well armed men—at present strongly entrenched about 15 miles from Hanoi.

That the French will ultimately triumph hardly admits of a doubt, as, notwithstanding the immense difficulties they will have to surmount in making their way through a swampy country, their superiority in arms and discipline is so decided that a reverse in the field can only be met under most exceptional circumstances. The Tonquinese are not a warlike nation; *au contraire*, and, excepting in the northern districts where they have received rifles from Yunnan through their Chinese allies, their arms mainly consist of such primitive weapons as wooden spears, a few old muskets, and some useless bronze field pieces. When these wretched, undrilled and undisciplined men, badly armed and badly led meet the splendidly equipped troops of France in the field, battle degenerates into carnage—a ruthless massacre of men who are practically defenceless. The sorties from Namdinh, of which we have heard so much, were, according to an eye-witness, a wholesale slaughter of demoralised wretches, who were huddled together like sheep and who could neither run away nor make the least show of effective resistance. In the north the French will find in the Black Flags foes worthy of their steel, but even with all the advantages we have enumerated, no Asiatic, however brave and determined, can hope to cope successfully in the open field with the gallant soldiers of the most military nation in Europe. And of this fact the old Tai-ping rebels are probably well aware, and consequently will avoid any great engagement, relying on a harassing guerrilla warfare, which they are in an admirable position to maintain. Although rumours were lately current that General BOUET shortly intended making an advance on the offensive from Hanoi, we are disposed to believe that nothing of consequence will be done until the cool weather sets in. So many of the French troops have succumbed to sunstroke and other climatic diseases that prudence will, probably dictate to such an experienced campaigner as General BOUET, a very different course of action to that lately attributed to him.

The telegraph may bring us any day from Saigon the news that the tricolour waves triumphantly over the capital of

Annam, and that concessions have been agreed to establishing French rule from the Gulf of Siam to the borders of the Chinese Empire. And in the interests of civilisation and of commercial enterprise such a consummation is devoutly to be wished for. If the French will only adopt the liberal policy which has always been followed by Great Britain in relation to the internal administration of her colonies, a French protectorate over Tonquin—and Annam too for that matter—can only bring unmixt good. And Hongkong from her situation and the spirited enterprise of her merchants must reap the most substantial advantages from the opening out to trade of what is probably the wealthiest country in the Far East. But what will China say or do with regard to all these arrangements? France is quite willing to permit China to say as much as she pleases; but will not permit the suzerain to raise a hand in defence of her ancient vassal. Will China quietly submit to this somewhat ignoble rôle? France feels assured she will—but time will show.

We understand that the Committee of the Hongkong Chamber of Commerce has decided to support Mr. A. R. COLQUHOUN's proposed journey of exploration from Burmah to Southern China by a money grant from the funds of the institution. If our information is correct—and we see no reason to doubt it—we heartily commend the action of the Committee in thus recognising the importance of an undertaking which can scarcely fail to beneficially affect the commercial relations of this colony with those little known provinces which it is Mr. COLQUHOUN's mission to open out to the world. An enterprise which has for one of its main objects the extension of our commerce is surely entitled to some sort of recognition, and as the results of the dangerous journey proposed to be taken by Mr. COLQUHOUN and his colleagues must of necessity possess a substantial interest for the mercantile community of Hongkong, the Chamber of Commerce is only true to its traditions in supporting this new enterprise. We do not possess sufficient information of the proposed exploration to give a lengthy detailed account of the route intended to be followed by Mr. COLQUHOUN, but we may state that the journey will probably extend over a period of two years, and will include as thorough an examination as circumstances will permit of Northern Siam and the Shan country, a vast region of which comparatively little is yet known. Judging from the thoroughly efficient and practical manner in which Mr. COLQUHOUN managed his recent journey from Canton to Burmah through a hostile and dangerous country, as graphically described in "Across Chrysé," we have every confidence that, from the still more important mission of exploration he has now undertaken, substantial advantages will accrue to the interests both of geographical science and general commerce.

THE FRENCH MANIFESTO TO THE TONQUINESE.

The subjoined translation of the proclamation issued by M. le Commissaire General HARMAND, on assuming the administration of affairs in Tonquin three weeks ago, indicates the future policy of France in relation to that country:—

"Ha (Harmand), Representative of the Republic of France, Plenipotentiary Envoy, &c., &c., &c."

"To the men of the people, merchants, literati and mandarins of Tonquin."

"France is a great and a powerful nation, whose name is feared and respected throughout the entire world. Having a power which is unconquerable, it is permitted to her, without compromising her glory, without belying her genius, to show herself patient and generous."

"It is for these reasons that she has used towards Annam all means of conciliation, and that she has borne many grievances."

"But, everything has a limit, and the time for patience has now passed. France has decided to demonstrate, here (in Tonquin) as well as elsewhere, that treaties concluded with her are of serious import, that while at the same time she herself respects them, she wishes to be understood that they must be respected."

"Your country has for a long time been plundered by bands of robbers (brigands) and ruffians, the disgrace of all nations whom no people would acknowledge as their own."

"These then, we will drive away and rid you of them, thus making them pay dearly the cost of their crimes. We are going to establish amongst you that Peace which gives birth to riches, and to watch over it so that it will be troubled no more. We desire that each one may enjoy the fruits of his own labor."

"It is not our intention, nevertheless, to conquer your country. It is only the wish of France, that the Mandarins who rule over you be just and honest men. We also wish that the taxes which you pay may serve to strengthen the safety of the people and of the trade which is to be unrestricted in the interior and throughout all the provinces."

"We will allow all those Mandarins to retain office who will conform to this changed aspect of affairs, and for which we shall give sufficient guarantees of good faith. These men we will protect and they will have naught else than to rejoice at our presence."

"But there are some, on the other hand, who, harboring in their hearts evil designs against us, will be driven away, unmercifully, and if they still try to trouble us, we will pursue them, if it be necessary, even to the centre of the citadel of Hue, which place shall fall into the hands of our sailors and soldiers just as easily as will the other fortifications. The fate reserved for these latter makes one tremble."

"Have confidence in us. France shall never forsake you, and you shall very soon see Tonquin recover its former prosperity."

Haiphong, 28th July, 1883.

* (1) It is what is termed the Chinese Sign or emblem of the

Commercial.

THIS DAY.

Mail day has as usual been rather a quiet day on the Share Market; however, a few transactions have to be noted. Banks have changed hands for cash at 187 per cent. premium and there are further buyers at the rate; but holders refuse to deal at a lower rate than 188, which had not been forthcoming when our report left. Docks are rather weaker, a number of shares being on offer at 57 per cent. premium without leading to business. Steamboats, on the other hand, are in much better odour. Sales have been booked at 50 per share premium, the stock leaving off steady at that rate. A small transaction in China Sugars has been reported at 158, but there is no demand for the scrip at this figure. Other quotations speak for themselves.

SHARES.

Hongkong and Shanghai Bank—New Issue, ex. div. 187 per cent. premium; sales and buyers. Union Insurance Society of Canton—\$625 per share, buyers. China Traders' Insurance Company—\$2,500 per share, sellers. North China Insurance—Tls. 1,400 per share, sellers. Canton Insurance Company, Limited—\$115 per share. Yangtze Insurance Association—Tls. 1050 per share. Chinese Insurance Company—\$225 per share, sellers. On Tai Insurance Company, Limited—Tls. 150 per share. Hongkong Fire Insurance Company—\$340 per share, buyers. China Fire Insurance Company—\$370 per share. Hongkong and Whampoa Dock Company—57 per cent. premium, sellers. Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium, ex. div. sales. China and Manila Steam Ship Company—120 per share. Hongkong Gas Company—\$80 per share. Hongkong Hotel Company—\$175 per share. Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers. China Sugar Refining Company, Limited—\$158 per share, sales and sellers. China Sugar Refining Company (Debtors)—2 per cent. premium. Luzon Sugar Refining Company, Limited—\$80 per share, sellers. Hongkong Ice Company—\$160 per share, sellers. Hongkong and China Bakery Company, Limited—\$80 per share, buyers. Chinese Imperial Loan of 1878—14 per cent. premium, ex. int. Chinese Imperial Loan of 1881—2 per cent. premium.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/11 3/11 Bank Bills, on demand 3/11 Bank Bills, at 30 days' sight 3/11 Bank Bills, at 4 months' sight 3/11 Credits, at 4 months' sight 3/11 Documentary Bills, at 4 months' sight 3/11 @ 3/11

ON PARIS.—Bank Bills, on demand 4.62 Credits, at 4 months' sight 4.72

ON BOMBAY.—Bank, T. T. 22 1/2 On Demand 22 1/2

ON CALCUTTA.—Bank, T. T. 22 1/2 On Demand 22 1/2

ON SHANGHAI.—Bank, sight 72 1/2 Private, 30 days' sight 73 1/2

OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$535 (Allowance, Tals 12.)

OLD MALWA.....per picul, \$575 (Allowance, Tals 16.)

NEW PATNA (without choice) per chest, \$593

NEW PATNA (first choice) per chest, \$596

NEW PATNA (second choice) per chest, \$591

NEW PATNA (bottom) per chest, \$600

OLD PATNA (without choice) per chest, \$605

BENARES (without choice) per chest, \$562

BENARES (bottom) per chest, \$565

NEW PERSIAN (best quality) per picul, \$555

OLD PERSIAN (best quality) per picul, \$435

OLD PERSIAN (second quality) per picul, \$365

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co's Register.)

Thermometer—F.M.	Thermometer—P.M.	Thermometer—Wet bulb	Thermometer—F.M. (Wet bulb)	Thermometer—P.M. (Wet bulb)
80.0	80.0	78.0	78.0	78.0
80.0	80.0	78.0	78.0	78.0
80.0	80.0	78.0	78.0	78.0
80.0	80.0	78.0	78.0	78.0
80.0	80.0	78.0	78.0	78.0

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	WIND.	WAVE.	SEA.	WIND.	WAVE.	SEA.
29.8	SE	4	4	SE	4	4
29.8	SE	4	4	SE	4	4
29.8	SE	4	4	SE	4	4
29.8	SE	4	4	SE	4	4
29.8	SE	4	4	SE	4	4

Shipping.

ARRIVALS.

POSANG, British steamer, 681, Irvine, 20th Aug., Shanghai 27th August, General—Jardine, Matheson & Co.

EUROPA, German steamer, 1,003, T. Schade, 30th August—Saigon 25th August, Rice—Melchers & Co.

CANTON, British steamer, 1,195, J. C. Jaques, 30th August—Saigon 26th August, Paddy and General—Tung Kee & Co.

ARRATON APCAR, British steamer, 1,324, A. B. Mactavish, 30th August—Calcutta 16th August, Penang 22nd, and Singapore 25th, Opium, Cotton, &c.—D. Sassoon, Sons & Co.

CRUSADER, British steamer, 647, T. Rowin, 30th August—Saigon 25th August, General—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Menelaus, British steamer, for Amoy, &c. Strathmore, British steamer, for Shanghai. Iphigenia, German steamer, for Saigon. Marie, German steamer, for Saigon.

DEPARTURES.

August 29, Yung-ching, Chinese steamer, for Canton.

August 30, Dien-an, British str., for Manila.

August 30, Ping-on, British str., for Hojow.

August 30, Phra Chom Kiao, British str., for Swatow, &c.

August 30, Marie, German steamer, for Saigon.

August 30, Strathmore, British steamer, for Shanghai, &c.

August 30, Ravenna, British steamer, for Singapore, Bombay, &c.

August 30, Posang, British steamer, for Canton.

August 30, Benelli, British steamer, for London.

August 30, Cladell, British 3-m. schooner, for Whampoa.

PASSENGERS—ARRIVED.

Per Canton, str. from Saigon—64 Chinese.

Per Arratton APCAR, str. from Calcutta, &c. Right-Rev. C. Carapitan and servant, Messrs. E. H. Joseph, Danby, C. J. Arratton and servant, and Master Danaberg, and 395 Chinese.

Per Ravenna, str. from Hongkong—Mr. H. W. Fry, for Singapore. For Colombo—Surgeon S. A. Crick. For Bombay—Mr. M. A. S. Cumroodden. For London—Dr. and Mrs. Ben. tham, Mrs. Thompson and 2 children, and Mr. A. R. Colquhoun. For Marseilles—Messrs. W. J. Tucker and T. L. Mullins. From Shanghai—Messrs. J. Butler and servant, and Matheson, R.M.S., for Singapore. For Marseilles—Mrs. Henderson, 2 children, and amah, Messrs. F. W. Lemarchand and J. MacGregor and servant, from Yokohama—Mr. and Mrs. Archer, and Mr. Lacie, for Singapore. For Bombay—Mr. C. Lamb. For Venice—Misses Divers and Ella Divers. For London—Mr. F. Gillies. Per Taiwan, str. for Sydney—Mr. J. MacCarthy.

TO DEPART.

Per Menelaus, str. for Amoy, &c.—3 Europeans and 160 Chinese.

Per Strathmore, str. for Shanghai—1 European.

REPORTS.

The British steamship Canton reports left Saigon on the 26th instant. Had moderate S.W. breezes with cloudy weather and rain throughout.

The British steamship Crusader reports left Saigon on the 25th instant. Had fresh breeze from Westward the greater part of passage, with clouded sky.

The British steamship Arratton APCAR reports left Calcutta on the 16th instant, Penang on the 22nd, and Singapore on the 25th. In the China Sea had moderate monsoon and fine weather.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Vessel	From	Date
Maria	Cardiff	Mar. 19
Brambletye	London	Apr. 18
Archos	Sunderland	Apr. 23
Archos	London	Apr. 23
Charles Bal	London	May 5
Silver Eagle	London	May 8
Gustav & Oscar	Penarth	June 1
Melbrey	Cardiff	June 7
Sachem	Cardiff	June 12
Theodor Ruger	New York	June 15
Comet	Cardiff	June 23
Elizabeth	Penarth	July 1
Jupiter	Cardiff	July 13
Glengole (s)	London	July 14
Cardigan (s)	London	July 17
Sceldonia (s)	London	July 20
Laertes (s)	London	July 21
Okeia	Hamburg	July 21

Post Office.

A MAIL WILL CLOSE

For Amoy and Shanghai.—Per Menelaus, today, the 30th instant, at 5 P.M.

For Straits and Bombay.—Per Bangalore, tomorrow, the 31st instant, at 3:30 P.M.

For Nagasaki and Kobe.—Per Takachiho Maru, tomorrow, the 31st instant, at 3:30 P.M.

For Shanghai.—Per Peking, tomorrow, the 31st instant, at 3:30 P.M.

For Nagasaki, Hiogo, and Yokohama.—Per Kashgar, on Saturday, the 1st September, at 11:30 A.M.

For Kudat and Sandakan.—Per Thales, on Saturday, the 1st September, at 3:30 P.M.

For Swatow, Amoy, & Foochow.—Per Namoa, on Saturday, the 1st September, at 5 P.M.

For Saigon.—Per Lido, on Sunday, the 2nd instant, at 9 A.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "COPTIC" will be despatched on Friday, the 1st Sept., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:

At 2:15 P.M. Registry ceases.

At 3:30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AVA" will be despatched on THURSDAY, the 6th September, with Mails for the United Kingdom, Europe, and places beyond, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.—DAY BEFORE DEPARTURE 5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7 A.M., Post Office opens.

10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M., Mail closes, except for Late Letters.

11:10 A.M., Letters may be posted with Late Fee of 10 cents until.

11:30 A.M., when the Post Office closes entirely.

11:40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

SHIPPING IN HONGKONG.

STAMERS.

ARABIAN, British steamer, Stewart, 20th August—Saigon 25th August, General—Bun Hin & Co.

AMOY, British steamer, 814, C. Hermann, 21st August—Canton 20th August, General—Siemssen & Co.—Kowloon Dock.

BANGALORE, British steamer, 1,309, J. P. Hassall, 21st August—Bombay 4th August, and Singapore 15th, General—P. & O. S. N. Co.

CHURUCA, Spanish steamer, 403, G. de Hor-macha, 23rd July—Manila 20th July, General and Treasure (\$113,000)—Remedios & Co.—Kowloon Dock.

COPIC, German steamer, 4,366, W. H. Kidley, 10th August—San Francisco 1st July, and Yokohama 12th August, Mails and General—C. & S. S. Co.—Comptollian.

EMU, Spanish steamer, 416, Rementeria, 30th June—Manila 27th June, General—Remedios & Co.—Kowloon Dock.

FAME, British steamer, 117 (Stopan)—Hongkong and Whampoa Dock.

GLENELG, British steamer, 894, Speechly, 16th August—San Francisco and Honolulu 13th July, General—Gilmann & Co.

IPHIGENIA, German steamer, 1,059, F. Ahrens, 22nd August—Saigon 20th August, Paddy and General—Siemssen & Co.

KASHGAR, British steamer, 1,515, W. J. Webber, 20th August—Yokohama 18th August, Mails and General—P. & O. S. N. Co.

KILLARNEY, British steamer, 1,060, O'Neill, 21st August—Newcastle, N.S.W., 9th Aug., Coal—Gibb, Livingston & Co.

KONG KONG, British steamer, 862, Bryce, 28th August—Bangkok 21st August, General—Yuen Fat Hong.

LIDO, British steamer, 650, T. Lewis, 28th Aug.—Penang, and Saigon 24th August, General—Adamson, Bell & Co.

LI YUNG, Annamite steamer, 150, Chun, 19th June—Touron 15th June, General—Chinese.

MENELAUS, British steamer, 1,518, Lapage, 28th August—Liverpool 14th July, and Singapore 22nd August, General—Butterfield & Swire.

NAMOA, British steamer, 862, Geo. Westoby, 20th August—Foochow 24th August, Amoy 26th, and Swatow 28th, General—D. Lapraik & Co.

PEKING, British steamer, 954, Heuermann, 29th August—Canton 28th August, General—Siemssen & Co.

PHRA CHULA CHOM KLAO, British str., 1,011, Lightwood, 22nd August—Bangkok 15th August, Rice—Hop Hing Hong.

SIN TAINAN, German str., 47, H. Vieteen, 30th July—Taiwan 24th July, Ballast—Captain.

SUEZ, British steamer, 1,990, Geo. Anslie, 20th July—Honolulu 28th June, Flour and General—Russell & Co.—Kowloon Dock.

TAKACHIO MARU, Japanese steamer, 4,152, C. Nye, 28th August—Nagasaki 21st August, General—Mitsui Bishi M. S. S. Co.

TANNADIE, British steamer, 1,849, S. G. Green, 25th August—Foochow 23rd August, Tea—Gibb, Livingston & Co.

TEHERAN, British steamer, 1,771, R. G. Murray, 29th August—Bombay 10th August, Colombo 16th, Penang 21st, and Singapore 24th, Mails and General—P. & O. S. N. Co.

THALES, British steamer, 820, T. G. Pocock, 26th August—Swatow 25th August, General—D. Lapraik & Co.

SAILING VESSELS.

ALBYN'S ISLE, British bark, 360, C. Burgess, 15th August—Touron 9th August, Coal—Chinese.

ANNA, German bark, 447, W. Jensen, 20th Aug.—Newchwang 12th July, Beans—Wielor & Co.

ANTON GUNTHER, German bark, 441, F. Steinbrugg, 6th August—Touron 31st July, Coal—Melchers & Co.

AURORA, British bark, 294, R. Milne, 7th August—Bangkok 25th July, Rice—Chinese.

BONITO, German bark, 529, H. Haase, 28th August—Newchwang 10th August, Beans—Wielor & Co.

CARL RITTER, German bark, 595, C. Mahl, 6th August—Cardiff 1st March, Coal—Siemssen & Co.

CHANDERNAGOR, German bark, 683, Sachse, 19th June—Touron 14th June, Coals—F. Blackhead & Co.

CHOCORUA, American ship, 1,163, Locke, 30th June—Hiogo 3rd May, Ballast—Master—Aberdeen Dock.

ELSE, German brig, 287, Brinckmeier, 25th August—Hilo 5th August, Sapanwood, Captain.

ERLONING, German bark, 456, A. Nandy, 20th August—Newchwang 17th July, Beans—Siemssen & Co.

FORNOSA, British schooner, 381, W. T. Quayle, 8th August—Newchwang 10th July, Beans—Siemssen & Co.—Kowloon Dock.

FORTUNE, Siamese bark, 447, Soderstrom, 16th August—Bangkok 11th August, General—Chinese.

GOODALL, American bark, 843, Wm. R. Hogan, 18th July—New York 30th Jan., Kerosine Oil—Russell & Co.

GRANDE, American ship, 1,254, Jacobs, 15th July—Newcastle, N.S.W., 26th May, Coal—August—Kowloon Dock.

GREYHOUND, British brig, 231, Prescott, 9th August—Albany, W.A., 16th June, Wood—Gilmann & Co.

HANS, German bark, 313, A. Thomsen, 20th August—Newchwang 13th July, Beans—Wielor & Co.

HANSA, German bark, 499, L. O. Deneken, 21st August—Hamburg 14th April, General—Wielor & Co.

HELENA, Swedish 3-m. schooner, 199, H. O. Berggren, 11th August—Port Natal 13th June, Ballast—Turner & Co.

HING SENG, Siamese bark, 316, W. H. H. Reynolds, 24th August—Bangkok 10th August, General—Chinese.

JACOBINE, German bark, 417, C. H. Christensen, 20th August—Newchwang 26th July, Beans—Ed. Schellhass & Co.

KILKENA, British bark, 795, H. Wallace, 11th August—Hamburg 11th April, General—Meyer & Co.

LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan., Whampoa 31st Dec., General—Captain.

MAGIC, British schooner, 214, White, 20th Aug.—Newchwang 25th July, Beans—Order.

MARIE, German bark, 465, Hyland, 20th August—Newchwang 17th July, Beans—Wielor & Co.

MATHILDE, German bark, 355, N. Tenningsen, 21st August—Quinhao 15th August, General—Ed. Schellhass & Co.

MYVANNY, British barkentine, 162, James Violett, 23rd August—Port Natal 27th June, Ballast—Turner & Co.

RAMIER, French brig, 280, Savary, 28th June—Hilo 10th June, General—Carlowitz & Co.

ROBERT DIXON, American ship, 1,368, O. C. Young, 23rd August—Cardiff 23rd April, Coal—Messageries Maritimes.

CANTON.

YUNG-CHING, Chinese steamer, 766, R. Andrew, Newchwang 21st August, and Chefoo 23rd, General—C. M. S. N. Co.

HONGKONG—SAILING VESSELS.

Continued.

ST. IDEUC, French bark, 388, J. Durand, 29th August—Newchwang 16th August, General—Carlowitz & Co.

STILLMAN B. ALLEN, American bark, 567, W. S. Eldredge, 28th August—Honolulu 3rd July, Oil and Coal—Russell & Co.

STARLIGHT, Siamese bark, 570, Muller, 26th August—Bangkok 11th August, General—Order.

SIAMSE CROWN, Siamese ship, 537, C. L. Jorgensen, 22nd August—Awhin 6th August, General—Kin Tye Loong.

SOUNTAG, American bark, 1,004, F. D. Walde, 9th August—Newcastle, N.S.W., 7th June, Coal—Adamson, Bell & Co.

SOUTHERN CROSS, American ship, 1,086, G. A. Bailey, 18th August—New York 14th April, Coals—D. Lapraik & Co.

SPARTAN, American ship, 85, Ch. Vincent, 26th July—from Chungchow—W. H. Ray.

TWILIGHT, American ship, 1,255, W. C. Warland, 8th June—Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.

VELOCITY, British bark, 490, R. Martin, 27th August—Chefoo 11th August, General—Pustau & Co.

WRECKER, American lorch, 55, Henderson, 16th July—Guap Island 17th June, General—Blackhead & Co.

ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August—Cardiff 4th April, Coals—P. & O. S. N. Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.

Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, & Macao Steamboat Co.

Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.

Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.

Klung-chow, British steamer, 159, Goggin—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,500, Hongkong, Canton, & Macao Steamboat Co.

Spar, British steamer, 140—Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.

Yot-tai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 20th August, 1883.

Amoy, German schooner, 314 (Thetzen)—H. A. Petersen & Co.

Anna Dorothea, German bark, 343 (Jensen)—Pasdag & Co.

Anna Bertha, German bark, 468 (H. Krause)—Pasdag & Co.

Conatubriand, British bark, 409 (J. Edwards)—H. A. Petersen & Co.

Confucius, Siamese schooner, 258 (Simpson)—Captain.

Daniel, German bark, 416 (Vogt)—Pasdag & Co.

Ernet, German schooner, 356 (Hildebrand)—Pasdag & Co.

Frolich, German brig, 360 (Moller)—Pasdag & Co.

G. H. Wappaus, British bark, 533 (Schroder)—Pasdag & Co.

Helene, German bark, 250 (Kossov)—Boyd & Co.

Lee-yih, British bark, 219 (Cathune)—Captain.

Milton, Norwegian bark, 467 (Kroger)—H. A. Petersen & Co.

Oscar Moeyer, German bark, 360 (Johannsen)—H. A. Petersen & Co.

Perle, British bark, 400 (Kruze)—Pasdag & Co.

Roderick Hay, British bark, 290 (Nicholson)—H. A. Petersen & Co.

SHANGHAI.

In Port on 23rd August, 1883.

Argos, British brig, 289 (Mitchell)—Nils Moller.

Brunette, British bark, 375 (Turnbull)—Morris & Co.

Centaur, German bark, 458 (Offensen)—Master.

Charon Wattana, Siamese bark, 365 (Ulrich)—Butterfield & Swire.

Chihaya Maru, Japanese bark, 441 (Yamamoto)—M. B. Kaishia.

Chinghai, Chinese bark, 473 (Taylor)—C. M. S. N. Co.

Diamond, British bark, 391 (Inokay)—Morris & Co.

Dorothy, British bark, 310 (Croad)—Drysdale, Ringer & Co.

Foochow, Siamese ship, 300 (Petersen)—Master.

Gesine Brons, German bark, 401 (Trumbold)—Siemssen & Co.

Helena, British bark, 565 (Hansen)—Nils Moller.

Kolga, German bark, 540 (Lonne Bang)—Russell & Co.

Leander, British ship, 148 (Hamilton)—J. W. Muller.

Obed Baxter, American bark, 877 (Baxter)—Turner, Howie & Co.

Paul Jones, American ship, 1,205 (Gierke)—C. & J. Trading Co.

Queen of India, British bark, 389 (Inokay)—W. Hewitt & Co.

Satsuma, British bark, 364 (Lord)—Morris & Co.

Siam, Siamese bark, 225 (Thomson)—Butterfield & Swire.

Solnor, British bark, 241 (Schroder)—Nils Moller.

NAGASAKI.

In Port on 12th August, 1883.

Evangeline, British schooner, (Bell)—Holme, Ringer & Co.

Ferdinand, German bark, 416 (Westergaard)—Holme, Ringer & Co.

Kanagawa Maru, Japanese bark, 1,184 (M. B. M. Co.)

Louise, American schooner, 280 (Lawrence)—Holme, Ringer & Co.

Sooloo, English bark, 473 (Baikie)—Holme, Ringer & Co.

Stout, Norwegian bark, 581 (Hennester)—Holme, Ringer & Co.

Wild Wood, American bark, 1,008 (Sawyer)—C. & J. Trading Co.

YOKOHAMA.

In Port on 11th August, 1883.

Ada, British schooner, 71 (Hardy)—Master.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.

Black Diamond, German bark, 670 (Boyd)—P. Bohm.

E. von Beaulieu, German bark, 336 (Gettling)—Grosser & Co.

Essex, American bark, 611 (McCormack)—Master.

F. Abbey, American bark, 1,048 (Mansy)—R. Isaacs.

Hindoo, German bark, 541 (Mathiasen)—M. B. M. Co.

J. E. Graham, British bark, 1,304 (Cochran)—Messageries Maritimes.

M. Wendleman, American bark, 505 (Alberg)—M. Hermann & Co.

Minerva, German brig, 319 (Duhme)—Jardine, Matheson & Co.

Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.

St. David, American ship, 1,535 (Frost)—J. D. Carroll & Co.

Stillwater, British bark, 1,090 (Goady)—Smith, Bell & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hilda, Canton.

Audacious, double-screw iron frigate, Captain R. E. Tracey, Chefoo.

Champion, corvette, 14 guns, Captain Collins, Singapore.

Cleopatra, corvette, 14 guns, Captain Hippisley, Chefoo.

Cockchafer, gunboat, 4 guns, Lieut.-Com. Wood, Foochow.

Curacao, corvette, 14 guns, Captain Anstruther, Chefoo.

Daring, composite sloop, 4 guns, Commander F. J. Elliott, Chefoo.

Esik, double-screw gunboat, 3 guns, In reserve, Hongkong.

Esper, gunboat, Commander Gamble, Hongkong.

Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskeyn, Korea.

Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.

Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Shanghai.

Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.

Linnet, British gunboat, Commander C. P. Harris, Chefoo.

Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.

Midge, double-screw gun-vessel, In reserve, Hongkong.

Pegasus, sloop, 6 guns, Commander E. F. Day, Nagasaki.

Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.

Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Hongkong.

Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.

Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.

Vigilant, paddle despatch-vessel, 2 guns, Commander C. Lindsay, Nagasaki.

Wivern, turret-ship, 4 guns, In reserve, Hongkong.

Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostok.

Alert, American corvette, 4 guns, Commander L. Kempf, Kobe.

Aragon, Spanish cruiser, Commander J. R. Hiquero, Manila.

Cher, French gunboat, Commander Lafon, North.

Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostok.

Ernak, Russian transport, Captain Kolichau, Nagasaki.

Gornostal, Russian gunboat, 7 guns, Commander Stark, Vladivostok.

Ilia, German gunboat, 8 guns, Commander Klaus, Shanghai.

Kersant, French corvette, Commander Beaumont, Shanghai.

Leipzig, German corvette, 16 guns, Captain Herbig, Hakodate.

Lutin, French gunboat, 4 guns, Commander Rouvier, Shanghai.

Marques de Duero, Spanish despatch-vessel, Don Domingo Caravaca, Manila.

Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Nagasaki.

Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Shanghai.

Nerpa, Russian gunboat, 7 guns, Commander Val

The *Daphne* which was launched only to carry more than fifty people to a watery grave, seems to have been built, but there was criminal carelessness in allowing her to leave the ways with so much too weight as to be unwieldy. At any rate we may safely rely on the thoroughness of the official inquiry into the cause of the disaster, as the Scotch believe in no half-way measures in such cases.

"And what in the name of goodness is this?" asked Mrs. David Davis, as the Senator juggled something into the room and dropped it at her feet. "This is my shirt, darling, and I will be greatly obliged if you will sew on a button for me." "David Davis," said the lady sternly, "when you bring me your shirt I will be pleased to sew on a button for you with pleasure, as becomes a fond and dutiful wife; but just now, sir, I must insist on your removing this canvas from my apartment."

The Japanese maiden, instead of suing her faithless lover for breach of promise, goes up at two o'clock in the morning, dons a white robe and sandals, strikes three lighted candles in her cell, hangs a mirror across her neck, takes an effigy of her faithless swain, nails it to a sacred shrine and prays for the death of the traitor. And all this time the traitor may be sitting up with another girl, feeding her with chocolate caramels and whispering in her ear something about the Heresens of the Wherefore. A better plan would be for the girl to nail her faithless lover to the tree.

The Government of Cyprus have developed an important industry, namely, the preparation of locusts as bait for the sardine fishery. The price offered for locusts and their eggs has stimulated the Cypriots to such an extent that the enormous amount of 1,300 tons of eggs were collected in seven months. The collection and utilization of the dead bodies of the locusts leave the Government some £30,000 or £40,000 in the shape of "head money." The Locusts appear to have initiated the movement, as the bodies of Algerian locusts are highly prized for the sardine fisheries of the Mediterranean and the Bay of Biscay.

Ruskin, in his latest essay, lays down the law that marriage engagements should never be less than three years, while he thinks it better in all cases to make the enamored swain serve seven years of probation, like Jacob. This would do very well if the girl of the period were the matchless creature the great apostle of aesthetics paints her. As she is generally made of commoner clay, it would be better to just to compel a man to undergo this heroic ordeal, only to have his fine illusions dispelled at last. It is very evident that Mr. Ruskin is working in the interest of Malthus and the bachelors.

The publication in London of Mrs. Burnett's "Through One Administration" aptly illustrates the difference between the methods of English and American publishers. The former puts the work in three volumes, fixes its price at 31s. 6d. (about \$7.50) and prints an edition of 500 copies, almost all of which go to the circulating libraries. Later, when the edition ceases to sell, the book will be brought out in a cheaper form—say at six shillings. The American publisher puts the work into one compact volume, and prints an edition of as many thousands as the English publisher prints hundreds. It is just about the difference between singing in a great hall to an audience of one hundred people at \$5 a seat, or a thousand at \$1.

THE NEW SANITARY REGULATIONS.

The following official report has been published:—THE SECRETARY, SANITARY BOARD TO THE COLONIAL SECRETARY.

Sanitary Board Room, Hongkong, 27th August, 1883.

SIR,—I have the honour by direction of the Sanitary Board to lay before you the following particulars showing what has been done to carry out the terms of H.E. the Governor's proclamation, as issued by the Registrar-General, calling on the people to cleanse and purify their houses. On the representation of the Registrar-General it was arranged that the people should be allowed for eight days to begin on Sunday morning, the 19th instant, to throw on the street before 9 a.m. and after 4 p.m. the filth and rubbish collected in the cleansing of their houses. The people availed themselves of the concession to such an extent that, notwithstanding the great exertions of the Sanitary staff, by Tuesday evening immense heaps of rubbish were to be seen in almost every street in the Tai-ping-shan and Sai-ying-pon districts. Unfortunately the people continued depositing rubbish on the street all day long, instead of the hours conceded to them, and as the whole attention of the Nuisance Inspectors was devoted to the speedy removal of the enormous quantities of filth on the streets, nothing could be done to stop a proceeding that added considerably to the difficulty of efficiently scavenging the city under such abnormal circumstances. By Friday evening the streets were again fairly clear, but up to the last considerable quantities of rubbish were being deposited on the street. The attached Schedule shows the quantity of filth removed each day as well as the total amount for the eight days. The estimate is based on the carrying capacity of the boats used.

The average quantity of rubbish removed daily from the city has hitherto been calculated at about 85 tons, or a total for 8 days of 680 tons, but an increase of 15 tons daily may fairly be made owing to the facilities afforded by the dust-carts perambulating the streets; this would raise the total normal quantity for eight days to 800 tons. This leaves 2,415 tons, as the quantity of accumulated filth, dust, and rubbish removed from the city.

The removal of such a large amount of filth clearly shows the very filthy condition in which a large portion of the city must have been and at first sight right reflects on the efficiency of the Sanitary Staff. It has, however, to be borne in mind that according to the present state of the law a Nuisance Inspector can only deal with what comes under his observation while on the street; he has no authority unless under special instructions from the Board to enter any house. The actual cleansing of tenements, so far as the Chinese tenants are concerned, must be considered satisfactory, but the work of lime-washing by the owners of property proceeds but slowly. Estimated quantity of filth, dust, rubbish, &c., removed from the city under special conditions during eight days beginning on the 19th August and ending on the 26th August:

19th, Sunday	85 tons
20th, Monday	85 tons
21st, Tuesday	85 tons
22nd, Wednesday	85 tons
23rd, Thursday	85 tons
24th, Friday	85 tons
25th, Saturday	85 tons
26th, Sunday	85 tons
Total	680 tons

Calculated usual average for 8 days at 85 tons per day = 680 tons.
Allowance of 15 tons per day for 8 days as a normal increase with increased facilities for removal = 120 tons.
Total = 800 tons.

I have &c.,
(Signed) HUGH McCALLUM,
Secretary, Sanitary Board.
The Honourable the Colonial Secretary.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE HARBOUR MASTER'S SHIPPING FEE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In your editorial yesterday commenting on the letter of the Colonial Secretary to the German Consul, I think you do Mr. Marsh an injustice when you say that the Colonial Secretary goes out of his way to state that the *permit fees* exacted by the Harbour Master's department have been accounted for to the Treasury. Mr. Marsh does not say so. He says—"The fees received by the Harbour Master are paid by him to the Colonial Treasury."

The conclusion I draw from the Colonial Secretary's letter is that, since the attention of the Governor was called by the United States Consul to the practice at the Harbour Master's Office of collecting a fee of one dollar each for seamen shipped by Consuls, the Harbour Master has accounted to the Treasury for the fee collected from German ships. If he had intended to declare that in the past these fees had been so accounted for, then he would have said so in plain terms. I admit that to a careless reader the language of the Colonial Secretary suggests such an idea; but you must remember that a great deal of the language of diplomacy is purely "Pickwickian." I doubt, however, whether the Harbour Master could have made the fee he says about his making vessels pay these fees being "useful, as tending in a great measure to check desertion from vessels in port." It would have been just as reasonable for him to have said that the practice tended to keep away typhoons and the cholera.

In reference to the Colonial Secretary's excuse for the Harbour Master having stopped the collection of these fees from American ships because "the United States Consul refused to pay them," you pertinently ask—"has the United States Consul more power in this colony than the combined army and navy of Great Britain?" You seem to forget that the *Palais* is in port, and might knock us all into a cocked hat if Colonel Mosby's orders are not obeyed.

Yours truly,
JUNIOUS.
Hongkong, 30th August, 1883.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you please inform me whether or not the Colonial Government exercises its authority here by permission of the American Consul? I observe that the Colonial Secretary in his letter to the German Consul—published in your yesterday's issue—says that while certain fees are exacted from German ships the American vessels are exempted from paying these because "the United States Consul refuses to pay them." I never knew before that a Consul undertook to pay to a foreign government the dues of the vessels of his country. I thought the shipmasters did that. But if the U. S. Consul can grant this exemption to American vessels why cannot the German Consul do the same for German vessels? An answer to this question will oblige,
Your obediently,
BISMARCK.

Hongkong, 30th August, 1883.
[Really, Bismarck, we cannot see any valid reason why Dr. von Mollendorff should not insist on receiving the same privileges for German vessels with regard to this "permit fee" that have already been secured by Colonel Mosby for American ships. And we venture to think that, after our complete exposure of the threepenny character of the defence made for this clearly illegal exaction by the Colonial Secretary and Harbour Master, the German Consul will insist. We have rarely seen high Government officials place themselves in such a ridiculous light before the public as Mr. W. H. Marsh and Captain H. G. Thomsett have done by writing the two absurdly childish letters we published yesterday. A few men of real ability are evidently sadly wanted in the Hongkong government service.—Editor H.K. Telegraph.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

MY DEAR SIR,—I shall have been a foreigner. I know not what your Harbour Master has meant when he says that your pay on dollar for von sailor man for my sheep so that he is "prevented from desertion." (I think he meant "run away.") Eet is von grand humbug. I pays my sixteen dollar for sixteen men for my sheep to dot Harbor Master. Tree men runs away. I go to Harbor Master and tell him dat tree men runs away. He says "No, sabe, can't do nothing." I go away. Pay tree dollar more for tree more men. They runs away too. Vat shall I can do? I vas sixten do truth and vos von vell beknown German shipper. My name you shall know ven you see my *carte de visite* wich is find you inside.

Yours truly,
HANS TEUFELSDROCH.
Hongkong, August 30th, 1883.

HANKOW.

[FROM OUR OWN CORRESPONDENT.]

17th August, 1883.
Nothing of note has taken place here of late; and, if I must supply you with intelligence, I will have recourse to the good old plan of making bricks without straw.

Since the 1st of the seventh moon, our neighbourhood has been enveloped in fog every night, not from a natural but an artificial cause. The Chinese have been burning large quantities of paper money, &c., on the streets, hills, and every high place. Every evening the bonfires on the hills present quite a "gunpowder night" appearance, and remind one of the 9th of November. The smoke is so dense that the city seems to be enveloped in fog, and it is impossible to see very far off. That is not all, the smoke enters our dwellings, gets into the eyes, and makes one almost as sleepy as sitting by a charcoal fire. Fragments of burnt paper, too, fly all over the place, and the greatest wonder is why there are so few fires.

All this combustion is in honour of our ancestors, and if the paper burnt realizes its supposed value in the next world, the disembodied spirits will be well off, and be able to pay all their expenses in handsome style.

One cannot help pitying the poor Chinese, and looking forward to the day when all their superstitious and darkness will be removed, and they shall worship not dead relations but a living Saviour.

The paper vendors will be profiting largely at this season, for the quantity consumed should cause quite a dearth in the market, and paper should realise a premium. To-night, the 15th (7th moon), will end the season for combustion.

The new Viceroys arrived on the 14th inst., and took over the seals of office on the 15th. We hope his term of office will prove more auspicious than that of his predecessor; and that we may be free from all the troubles which have characterized the period of office of the late Viceroy.

The summer is passing away nicely, and day by day the heat seems to become less; to-day,

however, has proved an exception, and the thermometer once more registers 91°. We are, however, nearing the "limit of heat" according to the Chinese Almanack; and we cannot expect to have many more hot days.

The summer, though, on the whole, has proved an exceptionally cool one, yet it has robbed us of several from our midst. To-day, another death occurred. Mrs. Kindbladh, wife of one in the Customs service; she was only ill a day or two, died this morning, and was buried in the evening, at 6 o'clock.

An item of news reached me last week from Yunnan with reference to the Roman Catholic outrage there. On the way from Yunnan to Tali our friends saw twelve men in chains going to the capital, including the alleged murderer and accomplices in the murder of M. Terrasse. They expected to meet several in cages, as they were informed several were being transported in that way, but they arrived at their destination without seeing them. I am glad to add that our friends are enjoying good health, and kept in perfect peace, though removed so far from the nearest port.—*Star in the East.*

SHAOSHING.

[FROM OUR OWN CORRESPONDENT.]

August 9th, 1883.

The rumours subjoined are for the delectation and amusement of some of your readers. Doubtless they will be amused, and many perhaps will be disgusted at the silly views of the otherwise shrewd Chinaman. But there is a serious aspect to the affair also. Everybody who has lived long in China and who knows anything of its strange compound of purity and intelligence, is aware that rumours derogatory to foreigners in this country are very common. They may blow over with the passing wind, or they may develop themselves into something more formidable than mere reports. You have had an illustration of this recently in Shanghai. But we in the interior of China feel far safer than you folks at Shanghai do, surrounded and honey-combed as you are by that rowdy element which finds no place in a city like Shaohsing. An explosion, or plot, is likely to take place here as with you; if it did take place, why, then we should be worse off than you, as we should at once be blown to pieces, having no protective or resistant forces without or within. But we ourselves have recently been much amused at these rumours; they have given us further insight into the strange composition of the Chinese mind. I have sent them to you more especially for your home readers, who know next to nothing of the Chinese, save that they are sharp, shrewd, and industrious men. It will doubtless be difficult for some of them to reconcile these silly things with the keen-sighted intelligent mind of Chinamen, who can strike a bargain with the keenest Yankee, or make a Treaty with the astutest statesman. Yet notwithstanding the intelligence of the Chinese mind, it is not to be expected that the inhabitants of an inland city like Shaohsing—although it supplies lawyers for all the provinces of China—who have little acquaintance with foreigners, and much less with their wonderful appliances, should be able at once to understand the principles and working of the Electric Telegraph, just made for the first time to run by their doors. "Man-man," as they themselves say, and alas! as they themselves also say, "The saying is true—'A Chinaman moves slowly,' surely." The time is coming when these Chinamen will understand the Electric Telegraph and all its uses; and, as these people move in masses, they will present themselves in such square, compact bodies, rank and file, close and deep, at all the ports on the coast, and with such irresistible force as to push you all out of the market into the sea!

RUMOURS AT SHAOSHING ANENT THE TELEGRAPH IN CHINA.

1. Some say—"To allow foreigners to make the Telegraph in China is proof positive of the superiority, power of the foreign Devils and of the utter weakness of our Emperor and his Ministers."

2. Some say—"The Foreign Devils have introduced this scheme of order to subjugate all China to their control. When the work is completed China's eighteen provinces will be an easy prey for them."

3. Some say—"China's destiny is completed. The part it has hitherto played as a factor of good among the nations is taken away from it, seeing our Emperor is so bewitched as to permit foreigners to make such a thing as that in our land. *Fung-shui* is now blown to the winds, and the fate of the dynasty is sealed. The followers of this religion of Jesus have long been aware of this, so they have first submitted themselves unto them, and all those who do not submit will in due course be killed. As soon as the telegraph lines are finished throughout the Empire, then will commence the slaughter."

4. Some say—"Heaven is not pleased with this innovation, and therefore many telegraph posts have been destroyed by the gods of thunder. In each post that was split asunder, were discovered two paper men. But the Foreign Devils by their wonderful magical arts have seized the gods of thunder and condemned them to wear the cangue."

5. Some say—"In sending messages they use magical arts by the use of two paper men, one goes, and the other comes, something like the jugglery of our 'White Lily' sect and the quick doctors of our fairs and markets. In each telegraph post two paper men are present."

6. Some say—"The Emperor is angry, and Heaven is also displeased, so all will soon be pulled down and destroyed."

7. Some say—"The fulfilment of that saying is come to pass—namely, 'When spiders shall weave the silken nets, and wooden oxen shall plough the fields, this dynasty is finished.'"

8. Some say—"When the telegraph offices are opened many classes of people will be starved. The plying of small craft on the rivers, the postmen and post-offices, all will greatly suffer; it will be hard to make money in those days, and myriads will be injured."

9. Some say—"Private affairs cannot now be hid. Foreigners will know all that is going on everywhere, as the paper men communicate all to them."

10. Some say—"The chief of the Taoists in Kiangsi is aware of all that is doing, and therefore has memorialized the Throne, changing Li Hung-chang's eldest son as being the spider's elf, and he it is who is weaving the silken net, gathering his armies to battle, and thus preparing the way for his father to ascend the throne, which the latter greatly covets."

11. Some say—"Li Hung-chang is in secret league with the Foreign Devils, and this telegraph system has been falsely promulgated as emanating from the Imperial will. Now Tso Tsung-tang and Peng Tz-jen are aware of this secret alliance, and they have informed the Emperor of Li's wicked designs. The Emperor is in great wrath, and has peremptorily ordered Li Hung-chang to Court, and he is now incarcerated in the Imperial prison, as his wicked schemes have all been exposed. So fear not, the telegraph will soon all be destroyed.—*Star in the East.*

[This paragraph being the most reasonable one, has taken the quickest and deepest effect; for a short time ago, a foot-soldier with every argument stoutly maintained him telling me some of the Shaohsing pretty inland tales, declaring that injury had already done to the end between Shanghai and Soochow.

TRAITS OF TURKISH WOMEN.

Turkish women are not shut up. They go out when they please. If a husband meets his wife in the street he makes no sign of recognition. If he perceives her halting before a draper's stall and gazing at silk dearer than he can afford he must possess his soul in resignation, muttering "Mash Allah." This respect for women prevails also in the home circle, and it comes natural to the Mussulman, who has been taught from boyhood to behave courteously to the softer sex. Turkish girls are unaffectedly modest. Those of the lower class who are engaged as servants in the houses of Frank residents are much preferred to Greeks or Armenians, for their excellent behavior, cleanliness and regard for truth. Looking upon marriage as their natural destiny, they are careful of their reputations, and when married make first-rate housewives. No doubt a tourist who compared the Turkey of to-day with that of twenty-five years ago would find some departures from the strict womanly reserve which used to be the universal rule. The mistress of the harem dresses much like a French lady nowadays, reads French novels and plays the piano; though she has some gorgeous Turkish costumes which she wears upon State occasions, such as the calvas, when she entertains other ladies. Calvas means a cake, but it has come to designate a party at which dainty is eaten. When a Turkish lady gives a calva her husband is excluded from the harem while the strange women are in the house. These guests begin to arrive toward six, accompanied by their maid servants and negroes carrying lanterns and bringing their children with them. Closely muffled, they divest themselves of their burmuses in the anteroom and put on delicate satin slippers, which they have brought with them in bags. The reception rooms are brilliantly lighted up with "pink" wax candles scented with fragrant pastilles. There is no kissing or hand shaking between the hostess and her guests, but each lady as she comes in lifts her hand gracefully to her heart, her lips and her brows, which means: "am devoted to you with heart, mouth and mind." This mode of salutation, when smilingly performed, is very pretty. The greetings being ended, the company seat themselves on chairs if there be any—Frank ladies present; if not, they betake themselves to the divans and carpets, while the children go off altogether to be regaled in some other room. Cigarettes, coffee and sweetmeats are handed round, and while these things are being discussed, the ladies are bound to pay one another compliments about their respective dresses, which are sure to be most sumptuous, and, indeed, are sometimes worth a fortune. After the coffee, dancing girls are introduced, and at this stage of the proceedings the elderly ladies generally settle down to cards and backgammon. In some houses where Christian manners have penetrated, a lady pianist rattles off waltzes and operatic music to amuse the company; but this does not exclude the performance of the native dancing girls, whose gyrations and music with tambourines and castanets are much appreciated. These amusements seldom older than fourteen, and no married woman ever joins the dance.—*Brooklyn Eagle.*

MAILS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro* with the next American mail, left Yokohama on the 26th instant, and may be expected here on the 2nd proximo.

STEAMERS EXPECTED.

The steamer *Glenlogie* left Singapore for this port on the 26th instant, and is due here on the 1st proximo.

The Union Line steamer *Selebria* left Singapore for this port on the 29th instant, and may be expected to arrive here on the 4th proximo.

The steamer *Napier* left Sydney on the 16th instant, and is due here on or about the 10th proximo.

To-day's Advertisements.

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"EUPHRATES,"

Captain Mitchell, will be despatched for the above Port, on or about TUESDAY, the 4th September.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 30th August, 1883. [664]

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"SELEMBRIA,"

Captain Fowler, due, on or about the 4th September, will have immediate despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 30th August, 1883. [665]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"PAUL JONES,"

Gerriah, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 30th August, 1883. [666]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"SOUTHERN CROSS,"

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 30th August, 1883. [667]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th September, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any claims must be made immediately, as none will be entertained after the 8th September.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th August, 1883. [668]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THIS EVENING, THE 30th AUGUST.

UNDER THE DISTINGUISHED PATRONAGE OF MAJOR-GENERAL J. N. SARGENT, C.B., COMMANDING H. M. FORCES IN CHINA and Straits Settlements, and LIEUT. COLONEL H. PARNELL, C.B., and the OFFICERS of "THE BUFFS," EAST KENT REGIMENT.

MESSRS. KELLAR & CUNARD, THE ROYAL ILLUSIONISTS, WILL GIVE

A GRAND FAREWELL REPRESENTATION OF

THEIR UNIQUE AND STARTLING WONDERS, on which occasion

M. R. KELLAR will give a Complete Exposure of the wonderful SPIRIT SEANCE.

Showing clearly how the Marvellous Effects of the Cabinet are produced by Natural Agencies—completely exploding the hypothesis of Spirit intervention.

M. R. KELLAR WILL ALSO

EXPOSE AND EXPLAIN THE GREAT COAT TEST, THE SLADE HOLDING TEST, THE FLOATING GUITAR, THE KATIE KING MARVEL, AND ALL THE

GRAND MYSTERIES OF THE SPIRIT DARK SEANCE.

In this entertainment, the Royal Illusionists, in addition to their usual programme of high-class illusions—propose to Exhibit, Expose and Explain the principal and most mysterious of so-called spiritual manifestations. The Exhibition is not intended to be in the slightest degree controversial, or to arraign in any manner the orthodox belief in future existence, or the theory of the Spiritualists; that communication can be established between men living and men dead. Its scope merely comprehends an exposition of the tricks and humbugs of persons calling themselves "Mediums," and who base their claims to credibility on certain exhibitions of seemingly supernatural power, as illustrated in feats of tying and untying ropes, causing faces and hands to appear and disappear in an inexplicable manner, and like performances in jugglery, which, through ignorance and superstition, have been attributed to

SPIRITUALISM, DEMONOLOGY, AND WITCHCRAFT.

In these tricks and sports the Royal Illusionists are most proficient, far outstripping the Davenport Brothers, the Eddys, Dr. Slade, and all that class of mountebanks who play upon the credulity and sympathy of people holding the Spiritualists' faith.

REMEMBER—THURSDAY, the 30th August, WILL POSITIVELY BE THE LAST OPPORTUNITY OF SEEING THE GREAT ILLUSIONISTS IN THEIR WONDERS!

ADMISSION: Dress Circle and Stalls \$2. Back Seats \$1.

Box Plan at Messrs. KELLY & WALSH'S.

Door open at 8.30. Performance at 9 o'clock.

Carriages may be ordered for 11 o'clock.

Hongkong, 27th August, 1883. [654]

For Sale.

FOR SALE.

EX STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.

Apply to

G. FENWICK & Co., Victoria Foundry.

Hongkong, 25th April, 1883. [348]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE

IN LOTS FROM ONE TON UPWARDS.

COAL TARI IN BARRELS.

CHOY CHEW, 230, PRAYA WEST.

Hongkong, 5th April, 1883. [262]

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE

CIGARS of all Brands, Imperiales, Caballeros, Vagueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANC

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS

OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 30, 1883.

From the several telegrams received in the colony there seems every reason to believe that the volcanic eruption in the Sunda Straits has been attended by most disastrous consequences, and has probably caused immense loss of life. The message received by Mr. R. BUSCHMANN, the acting consul for the Netherlands, from Admiral von APPEN, commanding the Dutch fleet on the Java Coast, was despatched from Weltevreden yesterday at 11.16 a.m. and is to the following effect:—

"Strong volcanic eruption in Sunda Straits; chaos not to be trusted; all lights destroyed. Give publicity." Later in the day the Hongkong Government received a telegram from Singapore which reads:—

"Volcanic eruption in Sunda Straits. Chaos quite terrible; lights destroyed."

The despatch wired to the Agent of the Eastern Extension Telegraph Company give fuller particulars of the disaster, and enables one to more correctly estimate the magnitude of this volcanic upheaval. It says:—

"Saturday and Monday, volcanic Karan, Straits Sunda terrible destruction. Houses blown off or nearly blown off; many people killed. Tidal wave has done immense damage to ships. Telegraph line to Java down; line to Java down; line to Java down. The American Consul at Weltevreden, alert in the interests of American shipping, wires to his colleague in Hongkong to 'Inform ships that navigation in the Sunda Straits is unsafe in consequence of volcanic eruptions.'"

Sunda Strait, which divides the large islands of Java and Sumatra, is a most important water-way, as a very large portion of the China trade, as well as most of the commerce of Batavia, Singapore and other ports in the China Sea passes through it. According to the China Sea Directory (vol. 1 page 157) between Cape Sangian Sira, the most southern part of the western extreme of Java, and Flat Cape, the southern extremity of Sumatra, which form the western limit of Sunda Strait, the distance is 68 miles in a N.W. ½ N., and S.E. ½ S. direction; and from its western to its eastern limit, which lies between St. Nicholas Point, the northern extreme of Java, and the opposite coast of Sumatra, the distance is 74 miles; the general direction of the track for shipping being about N.E. and S.W. The narrowest part of the Strait is at its north-east end, where the distance between Fourth Point in Java and Hog Point in Sumatra is but 13 miles. This part of the Strait is divided into two channels, each about four miles wide, by Thwart-way Island, which, the compiler of the work we are quoting from observes, no doubt received its name from the circumstance of its lying right in the middle, or fairly of the narrowest part

of the channel. There are several islands in the Strait forming different channels by which it may be entered from the westward, but Prince of Orange and Gase Channel, both on the south side, are those most commonly used. The Great Channel is limited on the north side by the conspicuous Krakatoa Island, between which and the coast of Sumatra are three other channels formed by Beze, and Seboek Islands.

It would appear from the information supplied to the Agent of the Eastern Extension Telegraph Company in this colony, that this tremendous volcanic eruption has not merely been confined to the Sunda Strait, but has been felt throughout the entire island of Java. "The Queen of the Eastern Archipelago," as the celebrated Dutch settlement has been poetically styled, has been long famous for its volcanoes. No fewer than 36 of the loftiest mountains in the island bear unmistakable traces of volcanic origin and eleven of these are still active. The mysterious Upas Valley in Java also contains an extinct crater, and in connection with this it is said that the certain death which overtakes every animal that penetrates the valley is due to the noxious gases given out from it, and not, as is generally believed, to the *Anthrax*, which, though yielding a deadly poison, does not affect the atmosphere in which it grows. However, this recent volcanic eruption seems to have first made itself felt at Karatan on the Sunda Strait, and with such terrific force that stones were thrown from fifty to sixty, and ashes over two hundred miles.

This is not unprecedented, as it is on record that in 1845 the dust from Hecla was in ten hours after the eruption thickly deposited on some of the Orkney and Shetland Islands, and in 1835 the ashes from Consegulana, in Nicaragua, fell on the streets of Kingston, Jamaica, a distance of 700 miles. During the fearful eruption last alluded to the fine dust covered the ground at a distance of nearly 30 miles to the south of the volcano to a depth of more than ten feet destroying the woods and dwellings, enveloping thousands of quadrupeds and birds, and converting a large tract of grazing land into a desert.

On Monday last, Batavia, which is many miles distant from the Strait, is said to have been in complete darkness. Numerous villages on the coast are reported to have been devastated, and a tidal wave has done immense damage to shipping. The telegraph line to Anjer has also suffered, and all the lights on the coast are destroyed, rendering navigation a work of great difficulty. But the strangest circumstance of all is the fact that a volcanic eruption in the Sunda Strait should make itself felt at Banjoewangie, on the Strait of Bali, in the eastern portion of the island, a distance of between six and seven hundred miles. No doubt full and detailed particulars of this terrible disaster will reach us at an early date, and then we shall be better able to grapple with the subject than we are at present with only the imperfect telegraphic information at our disposal.

TELEGRAMS.

LONDON, August 28th.

FRANCE AND ANNAM.

The *Temps* states that the King of Annam has submitted to the French Commissioner. The French protectorate has been confirmed.

THE SUNDIA STRAITS ERUPTION.

The following telegram, received by the Government from Her Majesty's Consul at Batavia, has been published this afternoon in an extraordinary issue of the *Government Gazette*:—

In consequence of volcanic action the configuration of Sunda Straits and of the southern entrance thereto has been changed; some islands have disappeared; upheavals are suspected; Anjer with its light-house has been destroyed, and probably other light-houses in the neighbourhood are damaged. A survey is proceeding. Would recommend mariners to exercise extreme caution. Please inform the Admiralty, also the Treaty Ports, Japan and Manila.

LOCAL AND GENERAL.

THE public are reminded that the list of applications for shares in the Douglas Steamship Company, Limited, will be closed at noon on Saturday next, September 1st.

DOWN in Louisiana, says the *Detroit Free Press*, they have got to stealing the corner-stones of churches, and a pulpit which can be made over into a summer-house is not safe unless bolted down.

WE are informed by the agents, Messrs. Russell & Co., that the Union Line steamer *Silambria* left Singapore for this port yesterday evening, and may be expected to arrive here on the 4th proximo.

A WESTERN preacher, whose congregation had begun to fall off somewhat, had it intimated that he would discuss a family scandal the following Sunday morning. The church was crisscrossed and the minister's subject was Adam and Eve.

THIS rumour we published on Tuesday to the effect that Admiral Meyer, commander-in-chief of the French Squadron in China, had transferred his flag from the *Victorinus* to the *Triumphante*, has no foundation in fact.

FOR stealing a watch chain, valued at \$4, from the person of a seaman named Clasen, Mr. Li Atul, who was described as an unemployed member, was this morning sent in for a six months' spell of hard labor by Mr. Woodhouse.

By the mail steamer *Ravenna*, which left this afternoon, Dr. Crick took his departure for good from this colony. The worthy doctor was highly esteemed here, not only on account of his genial disposition, but also for his sterling abilities as a professor of the healing art.

A NEBRASKA journal patronizingly talks about country newspapers and of their editors. It says with emotion: "We try in our feeble way to cheer him up when times are dull, and join in the hurrah when they are good. If we know him personally, we always like him and he likes us; and when he comes to town there is always room on our table for his feet."

FRANCE pays \$5 per year per capita for the support of her army, and 35 cents per capita per year for the cause of popular education. England pays \$4.60 per person per year for war, against 77 cents for her schools. Peace thus, may have her victories no less renowned than war, but they are not nearly as expensive. In the United States the State and local expenditure on account of public schools amounts to about \$1.75 per head, and the national expenditure for the army and navy to about 35 cents. The latter does not include pensions, which would carry the figures up to about \$2.35 per head.

Says the *Shanghai Courier* of the 25th inst.: "The mob of 40 griffins which arrived at Newchwang on Wednesday were put up to auction at the Horse Bazaar this afternoon. About 25 had been offered when our reporter left and a great many had obtained offers, ten of which had been accepted at once; the first sold was a dun which went for Tls. 40; the next was a likely looking gray which fetched Tls. 100; a dun was sold for Tls. 25; then a rather spirited competition ensued for a fine chestnut, and he fetched Tls. 130; a gray then sold for Tls. 115. Then there was a keen competition for a brown, who was considered to be own brother to Shamrock, and was purchased by the first owner of that pony for Tls. 150. The next two ponies sold for Tls. 85 and 65, and the sale was proceeding when we left."

ACCORDING to Messrs. Wheelock and Co.'s Shanghai circular the following have been the rates of freight during the last fortnight:—Newchwang to Swatow, 17 Mex. cents per picul, nominal; Chefoo to Swatow, 14 Mex. cents per picul, nominal; Nagasaki and back, \$1.50 per ton of coal for small vessels, nominal; Keelung and back, \$2.00 per ton of coal, nominal; Foochow and back, \$3.00 per register ton, nominal; Settlements during the fortnight have been:—Hungarian, British steamer, Newchwang to Swatow, 17 Mex. cents per picul (to fill up at Chefoo at 12 Mex. cents per picul), 11 day days; *Waverley*, British steamer, Kuchintow to Shanghai, \$1.35 per ton of coal, despatch; *Gatine Bros.*, German barque, 401 tons, Newchwang to Swatow, 17 Mex. cents per picul, 20 day days.

SAYS the oracle of the *Daily Press*:—"Of the nonsense written about China and the Far East there is seemingly no end. Were the ridiculous statements and still more absurd ideas based upon insubstantial foundations so unfortunately common only to be found in obscure journals with neither influence nor circulation, it would matter little; the amount of mischief done would be limited, and might some day or other be rectified." Nothing could be truer than this. "The oracle" has evidently been burning the midnight oil over the editorials which during the past fortnight have graced (7) the columns of our fossilised morning contemporary. Nonsense, ridiculous statements, absurd ideas based upon insubstantial foundations, obscure journals with neither influence nor circulation, admirably describe the *status*, policy and ability of the *Daily Press*.

A WRITER in *Blackwood's Magazine* makes the following remarks on trial by jury—"The last thing in a trial is the verdict of the jury, which must be a unanimous one. Originally the jurors were witnesses, and the rule was in the earliest times that 12 witnesses must swear to the prisoner's guilt before he could be convicted, just as at the present time 12 grand jurors must swear to their belief in his guilt before he can be put on his trial. Later on they ceased to be witnesses and became judges. The rule that the jury must be unanimous before the prisoner can be convicted is a direct consequence of the principle that no one is to be convicted unless his guilt is proved beyond all reasonable doubt, and so long as the institution is preserved the principle of unanimity should be retained. It is one of the curiosities of legal history, the uncertainty which prevailed down to within the last quarter of a century or less, what the presiding judge should do in case the jury could not agree. One theory was as Sir James Stephen says, that the jury ought to confine them, without food or fire, till they did agree. We remember, in 1859, Lord Campbell angrily telling a jury, when discharging them without giving a verdict, that the law was that the judge could have them all put into a covered cart, carried to the confines of the county, and there shot into a ditch. Lord Lyndhurst made fun of this in the House of Lords, and declared that Lord Campbell had been mistaken in his law, and that all that the judge could do originally was to carry the jury with him on his circuit till they did agree or until he reached the borders of the county. Whatever the old rule may have been, it was solemnly determined in 1866 that in a case of necessity the judge might discharge the jury and the prisoner be committed and tried a second time. Such a rule obviates the objection which had been entertained to the principle of unanimity, and possibly has given the institution of trial by jury a fresh lease of life. It was always regarded as an abuse of power to subject jurors to any penal consequences in respect of their verdict, and since the revolution no attempt of the kind has been made."

WE note that Cardinal Howard has again left Rome for England. His mission is to ascertain the tendency of the views of the English Government in regard to the founding of diplomatic relations between England and the Vatican.

ABOUT the heaviest bribery sentence on record in England was that inflicted on Sir Manasseh Lopez, a Christianised Jew, for bribery at Grand-pour election—\$50,000 and two years in jail. His grandson, the present baronet, has been a Lord of the Admiralty. Another is a Judge of the Supreme Court.

WILLIAM CLARKE, an English seaman, with three previous convictions against him in the local register, one for a drunk and incapable, and the other two on the rogue and vagabond racket, again made his appearance before Mr. Woodhouse this morning for being found in the streets in a state of drunk. Defendant quietly admitted the impeachment and was treated to three days' confinement in the "Retreat."

MR. JUSTICE MOULE sentenced a rural prisoner in England in the following words: "Prisoner at the bar, your counsel thinks you innocent, the counsel for the prosecution thinks you innocent, I think you innocent. But a jury of your own countrymen, in the exercise of such common sense as they possess, which does not seem to be much, have found you 'guilty,' and it remains that I should pass on you the sentence of the law. That is, that you be kept imprisoned one day, and as that day was yesterday, you may go about your business."

WE would remind our readers that Messrs. Kellar and Cunard, the Royal Illusionists, will perform this evening in the Theatre Royal, City Hall, under the distinguished patronage of H.E. Major General Sargent, C.B., Colonel Parnell, C.B., and the officers of "The Buffs." The mysterious cabinet trick will be exposed, and many new tricks will be introduced. We hope that a large audience will reward the efforts of Messrs. Kellar and Cunard, who are so far as their own line of business is concerned, the best artists who have yet visited Hongkong.

THE *Morning Call* says that a Chicago man has invented a single-wheeled carriage. The vehicle has shafts which are so fastened to the horse that it can neither tip nor upset unless the animal should fall. The seat and box are behind the wheel. The advantage claimed for this novel contrivance is that it can be hauled on any path wide enough to accommodate a horse. The plain inference is that, as it will carry a load, it would be an admirable substitute for the pack-mule on mountain trails, where greater speed can be obtained on the descending grade, with the driver borne along in comfort. The public will have greater or less confidence in the invention, as the case may be, after witnessing its performance.

NEWS BY THE INDIAN MAIL.

We take the subjoined telegrams from Calcutta papers received by the steamship *Arratoon* *Apur*, Captain McTavish, which arrived in harbour this afternoon.

ST. PETERSBURGH, August 5th. A popular outbreak against the Jews has taken place at Ekaterinodar.

The military were called out, resulting in ten of the rioters being killed and thirteen wounded.

CAIRO, August 5th. The cholera epidemic is generally on the decrease throughout Egypt.

MADRID, August 7th. Tranquillity has been restored at Badajoz, and no agitation has taken place elsewhere.

LONDON, August 8th. The House of Commons, last night read a third time a Bill for the protection of London from cholera.

Mr. Gladstone read to the house a letter written by Earl Dufferin stating that the reorganisation of the Egyptian Army was approaching completion. The police were less advanced, but a fair body of judges had been secured.

ADEN, August 6th. A fire has broken out on board the *Cambodia* on her way to Singapore, obliging her to return to this port yesterday. The fire is still raging.

MADRID, August 6th. A military rising has taken place at Logrono and a Republican rising near Barcelona.

Troops have been sent in pursuit of insurgents. The Ministry have suspended constitutional guarantees.

BOMBAY, August 6th. The latest news from Madagascar per the steamer from Zanzibar shows that since their recent high-handedness, the French have been on their good behaviour, and that the anxiety which their conduct produced is gradually wearing away.

Though recent French action has greatly exasperated the English, it is not anticipated that it will lead to a rupture between England and France.

The French have firmly established themselves in Madagascar, but their force is not sufficiently strong for an advance to be made into the interior.

The Hovas, having recovered from their recent defeat, are becoming more hostile and aggressive, and are determined to offer resistance to the French to the last.

It is considered that, before the French can compel the Hovas to submit, they must conquer the island from one end to the other.

Cholera is still epidemic in Bombay, and the mortality continues to be very heavy.

This week there were 98 deaths against 101 from this cause last week.

LONDON, August 6th. Advice from Egypt state that cholera is increasing in Alexandria, but is greatly on the decrease elsewhere.

At the banquet at the Mansion House last night, Mr. Gladstone said that fuller advice received from Madagascar confirmed the hopes of an amicable settlement of the Tama-tava affair. Referring to Egypt, the right honourable gentleman said that the over-hasty withdrawal of British troops would spoil the work of reform, but that they will disappear as soon as their mission is accomplished.

MELBOURNE, August 6th. The informers, Kavanagh, Hanlon, and Smith, who were forbidden by the authorities to land on their arrival here last Friday, have been placed on board Her Majesty's ironclad *Nelson*.

The resignation is announced from Tamatave of Admiral Pierre, Governor of the island.

The British India steamer *Satara* ran into a cargo boat in the river, cutting the latter in two, but sustaining no serious damage herself.

LONDON, August 10th. Four people have been accused at Liverpool of manufacturing dynamite at Cork, and conveying it from there to Liverpool, and have been sentenced to penal servitude for life.

The insurgents at Barcelona have been dispersed, and the disaffected military at Logrono have made voluntary surrender to the authorities.

Lord Kimberley, replying to a question in the House last night, said the subsidy granted to the Ameer of Afghanistan was to personally enable him to meet his present difficulties and to defend his territory.

No treaty had been concluded between him and the Indian Government, nor had any engagement been entered into with regard to commerce.

BOMBAY, August 8th. Some uneasiness prevails here in reference to the Government steamer *Amberwith*, which was sent from Aden some time ago, in search of the crew of the steamer *Knight of the Bath*, bound from Bombay to London.

The *Knight of the Bath* was wrecked on the Kooria Moor, but the crew were supposed to be saved. Since the *Amberwith* left Aden, no tidings have been heard either of her or of the crew of the *Knight of the Bath*. It is now proposed to send the Government steamer *Investigator* in search of the *Amberwith*.

BOMBAY, August 11th. No further tidings have been received of the *Amberwith*, and it is believed that she has met the same fate as the *Knight of the Bath*, in search of whose crew she went out.

The Under-Secretary for Foreign Affairs, replying to a question in the Commons last evening, said that negotiations are progressing regarding the Opium Question. The British Government have intimated their willingness to accept under certain conditions the proposals of the Chinese Government.

The House of Commons last night read for the third time the *Corrupt Practices Bill*.

MADRID, August 10th. Catalonia has been declared a state of siege. Carlist emissaries are showing activity in the north of Spain. King Alfonso arrived yesterday, and was enthusiastically received by the inhabitants.

ALEXANDRIA, August 10th. Riots occurred here to-day in consequence of the natives objecting to the sanitary measures ordered by Government being enforced; but the rioters were speedily dispersed by the police.

PARIS, August 10th. Reinforcements to the number of 600 men are being sent to Tamatave.

A revolt has broken out among the garrison at Seode Wigel in Catalonia.

A portion of the mutineers have entered French territory where they surrendered, without a shot being fired.

The Governors of towns where outbreaks have occurred have been dismissed.

LEONORA, August 10th. General Stephenson telegraphs that cholera is decreasing in Egypt, and expresses hopes that they are now nearly out of the wood.

BOMBAY, August 12th. News has been received here that a caravan of pilgrims has been looted between Jeddah and Mecca by the Bedouins.

The caravan consisted of 400 camels. A large number of the pilgrims are said to belong to Bombay.

MADRID, August 12th. It is officially announced to-day that the insurrection has been suppressed. The suppression of several Republican journals has been ordered.

LONDON, August 14th. Lord E. Fitzmaurice, in replying to a question in the Commons last night, said that negotiations were proceeding with the French Government regarding the detention of Mr. Shaw, the Missionary at Tamatave.

PARIS, August 13th. Rear Admiral Galiber has been appointed Commander of the French Naval Force in Madagascar in place of Admiral Pierre.

CONSTANTINOPLE, August 13th. Brigands have entered the city and carried off the Governor to the mountains.

BOMBAY, August 14th. The Government steamer *Amberwith* has been put in dry dock in order that the damage she sustained during her cruise in search of the crew of the *Knight of the Bath* may be repaired.

After leaving Aden the *Amberwith* encountered very bad weather, and she had to put back into several places, being unable to proceed. She lost her topmasts and a good deal of rigging, and sustained considerable damage to her hull. Before she is able to go to sea, again she will have to undergo thorough overhauling.

THE GLOBE TROTTER.

"I'll put a globe round the earth in forty minutes."

Ivory is said to be worth \$5,000 per ton. Beet-root sugar is only about two-thirds as sweetening as cane sugar.

It costs Turkey over \$15,000,000 annually to support the Sultan and his harem.

Paris will gain \$20,000,000 worth of land by the removal of its walls and fortifications.

In Paris the women are always under thirty or over sixty; the women of forty does not exist.

Imam Pasha, the Khedive, declares the present Khedive the planner of the Alexandria murders.

The Prince of Wales recently gave a fish dinner of soles, mullets, salmon, perch, crabs and whitebait.

There are grave fears in Canada of a financial crisis, arising from undue expansion and lavish railroad building during the past two years.

A Salem excused his marrying a cross-eyed wife by saying that he liked adoration, and she could see twice as much in him as any other woman could.

from the juice of a tree. Its value is about the millionth part of a dollar.

The latest wrinkle in fashionable eating is to have a pair of silver cake tongs, in order that ladies may eat cake without soiling their gloves. Next thing will be the shovel complement, and then the ladies can feed in elegant style.

The Land Corporation of Ireland, which was organized to purchase or occupy farms from which tenants have been evicted, has declared a dividend of 5 per cent, and its Chairman reports that tenants are returning and paying rents.

M. de Lesseps announced to the French Academy of sciences, at a recent sitting that, in consequence of the present great traffic, it was necessary to light the Suez Canal by night, and asked the electricians of the Academy to assist in supplying him with the best means.

French credit and banking companies are undergoing a season of decline in the popular confidence on account to the weakness of the Credit General Francaise. The Credit Foncier, or great mortgage lending bank of Paris, is unaffected, but nearly all other institutions are.

A German paper says John Mackay, the American Bonanza King, owns half of California, and Nevada. As the assessed valuation of Nevada is but \$26,000,000, perhaps Mr. Mackay might buy up the entire State if he chose. A wonderful race of men these new millionaires.

The Marshall, Texas, *Herald*, U.S.A., referring to the trouble the fles gave the bald-headed editor of the *Hubbard City News*, says: "We saw an account of a man similarly situated who secured immunity from the flies by painting a large spider in the centre of the bald place."

Mr. Laverne has now a bill before the French Chambers authorizing French winegrowers to mix alcohol with the wines of 1882, at a duty rate of twenty francs the hectometre, instead of having to pay the customary duty of 150 francs. The concession is to last only till September.

Guiteau's sister has brought another action against her divorced husband, Geo. Scoville, asking that he be restrained from visiting her place of abode, and from defrauding her of her property; that he be compelled to contribute to her support and that of her child, and to give her the assuasive effects.

The cultivation of cinchona is about to be begun in Guatemala, where J. W. Forsyth, an English planter of Ceylon, has obtained large Government concessions. The climate and soil are favourable to the cultivation of this plant. It has been introduced into India and Ceylon, but as yet supplies only native wants.

Ernest Hart, the editor of the *British Medical Journal*, who has just returned from a tour of inspection in Donegal, Ireland, reports a melancholy condition of affairs. He found in Donegal 14,000 persons subsisting upon the alms of the priests, derived from the American funds. They are living on a pennyworth of Indian meal a day.

What can be the nature of the differences between France and Switzerland which by Reuters the other day? Whatever it may be, serious results need scarcely be looked for. And yet it is interesting to know that the Swiss army on the 1st of last January numbered 205,176—a very powerful force for the little mountainous confederation.

Bank Cashier—"You must have somebody to identify you." Stranger—"Understand all that; brought this gentleman with me for that purpose." Bank Cashier—"But I don't know him." Stranger—"Of course not, but I shall make you acquainted. Permit me to introduce to you my friend, Mr. Smith. There you are. Now, Smith, introduce me to your friend, please."

The English system of postal-savings banks has attained a satisfactory footing in India inside the 19th year of its existence. During the first six months of the year the banks in 608 accounts were opened; of which, 498 were by Europeans and Eurasians and 21,770 by natives. The balance on deposit, December 31st, amounted to \$1,039,380.

Prince Bismarck writes an earnest letter to an officer of a German anti-violence society, expressing hearty sympathy with the society's work, and saying that, were he not so overburdened with other business, he would use all his influence for the passage of a law imposing upon every person convicted of a violation a fine so heavy that he would not be likely to repeat the offence.

It is stated that at a recent dinner party in Paris the host provided a novelty which may possibly become a feature of dinner parties in this "electrical age." Bismarck's plate was a telephone, which was connected with a distant saloon, where a superb orchestra was playing. The guests were thus able, between the courses, to pass the time pleasantly in listening to good music, instead of making obvious remarks about the weather.

The four hundredth anniversary of the discovery of America, only nine years in the future, is looked forward to with great interest in Spain. King Alfonso is of opinion that his own country should take the lead in the festivities, and that they should be held at all the Madrid, Granada, Huelva, and Barcelona, all of which have been desired from such a question. Mr. Jones writes to this effect: "This paper says: 'State the number of idiots in the family, if any.' 'Mr. Jones, nursing baby.' 'Mark down, one in the idiot column, dear.' 'Mrs. J.' 'What do you mean, Mr. Jones?' 'Mr. J.' 'Didn't I deliberately marry you, Mr. Jones?' 'Mrs. J.' 'Yes, Mr. J.' 'Well?'"

A railroad is being constructed from Territo to Glynah in Switzerland, and is to be completed next September. The route is a most interesting one, in a manner similar to the railway which the Right Hon. the Governor of the Territory of Nevada has planned to build across the Territory. The route is to be a water route, and the water will be placed in the hands of the people, and the water will be used for the purpose of saving of cost for fuel, but the carriage of fuel up the mountain will be another saving in the running expenses.

Two Montana men recently engaged in a lawsuit over the ownership of a span of mules. Before the case came on for trial a horse thief cut the Gordian knot of controversy by making away with the mules. "No doubt there was something among the owners of these bones of legal contention, but it would be money in the pockets of a large number of litigants if some benevolent member of the high-handed judiciary would remove causes of quarrel as deftly as this horse thief did."

The disaster on the Clyde in some respects recalls the sinking of the *Royal George*, years ago.

The Hongkong Telegraph.

No. 496.

THURSDAY, AUGUST 30, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

JUST TO HAND.

CHUBB'S PAPER AND CASH BOXES.
SAFES, LOCKS & DESPATCH BOXES.
NEW COFFEE MACHINES.

FOOD WARMERS.

TODDY KETTLES.

NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER

IN SMALL DREDGERS.

INDIA RUBBER SEA BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [340]

Insurances.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$3,333,333-33-33.
RESERVE FUND.....\$70,838-27.

BOARD OF DIRECTORS.
LEE SING, Esq.,.....LEE YAT LAU, Esq.,
LO YOK MOON, Esq.,.....CHU CHIK NUNG, Esq.,

MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 2 & 3, PRAYA WEST, Hongkong, 1st September, 1882. [601]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 400,000-00
PERMANENT RESERVE.....Tls. 200,000-00
SPECIAL RESERVE FUND.....Tls. 318,233-36

TOTAL CAPITAL and Accumulations, 31st March, 1883.....Tls. 968,233-36

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq.,.....W. M. MYSTERY, Esq.,
A. J. M. INVERARITY, Esq.,.....G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883. [183]

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the World at CURRENT RATES, allowing an immediate cash discount of 25 per cent.

HOLLIDAY, WISE & Co.

Hongkong, 15th July, 1883. [566]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended June 30th, 1883, on or before September 15th next, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,
D. GILLIES, Secretary.

Hongkong 20th August, 1883. [663]

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co. [606]

NOTICE.

I THE Undersigned, have this day taken Mr. RAPHAEL AARON GUBBAY into CO-PARTNERSHIP with me in my Business. The Business will henceforth be carried on under the style or Firm of "COHEN & GUBBAY."

A. S. COHEN.

Hongkong, 1st August, 1883. [608]

For Sale.

FOR SALE.

BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds.

Apply to FUNG TANG, OF HEE CHEONG CHING HONG, 49, Bonham Strand.

Hongkong, 6th August, 1883. [624]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.

Apply to MELCHERS & Co.

Hongkong, 2nd March, 1882. [8]

FOR SALE.

THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL" situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition.

For further Particulars apply to JOHN OLSON, National Hotel.

Hongkong, 14th June, 1883. [457]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [469]

F. BLACKHEAD & CO., SHIPCHANDLERS, STORE-KEEPERS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

AMERICAN ENGINEERS' AND HOUSEHOLD TOOLS.

FAIRBANKS AND HOWE'S SCALES, SALTER'S SPRING BALANCES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

HITCHCOCK'S PATENT TABLE LAMPS, and HANGING PENDANTS.

BOTTLE WASHING AND CORKING MACHINES.

SHIPS' SKYLIGHTS.

POLISHED PLATE GLASS.

STEEL HAWSERS ON REEL STAND.

CHARCOAL WATER FILTERS.

SPARKLING SCHARZHOFFBERGER FLENSBURG STOCKBEER.

MARIENTHALER BEER.

IN QUARTS & PINTS.

VEUVE CLICQUOT PONSARDIN AND THEOPHILE ROEDERER & Co's GLADIATEUR CHAMPAGNE.

CHR. MOTZ & Co.'s CLARETS.

VALEYRAAC MEDOC.

ST. ESTEPH MEDOC.

MARGAUX MEDOC.

PURE CONDENSED ALPINE MILK IN BOTTLES.

WESTPHALIA HAMS.

SMOKED BEEF IN TINS.

GERMAN VEGETABLES IN TINS.

BEST GOUDA CHEESE IN TINS.

SALT MEAT SAUSAGES IN KIDS.

SALT SPICED BEEF IN KIDS.

KEROSENE STOVES.

Hongkong, 14th July, 1882. [10]

Intimations.

SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of BEDROOM FURNITURE which is now on view.

Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or WALNUT at less than Home Prices.

DESIGN BOOKS and Estimates on application. We are also showing the VIENNA BENTWOOD FURNITURE, very strong and durable.

WALNUT and EBONIZED BRACKETS in great variety. VENETIAN and OVAL MIRRORS.

A large stock of BRASS and IRON BEDSTEPS in every size always on hand. IRON SWING BASSINETTES and COTS for Children in every size.

The Excelsior Patent Chain SPRING MATTRESS in every size (the Best Spring Mattress extant).

New Designs in LACE CURTAINS 3, 4, 4½, 5 yards long. Single and Double PERAMBULATORS Specially adapted for this Colony.

SAYLE & CO., VICTORIA EXCHANGE, HONGKONG. [249]

KELLY & WALSH

HAVE JUST RECEIVED

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

TWENTY-FIVE CENTS EACH.

John Inglesant.....J. H. Shorthouse.
Vice-Versa.....F. Anstey.
Yolande.....William Black.
Like Ships upon the Sea.....Eleanor Trollope.
Side Lights of English Society.....G. Murray.
Experiences of a Barnster's Life.....S. Ballantine.
Wanda.....Ouida.
The Wreck of the Grosvenor.....W. Clarke Russell.
Ready Money Mortiboy.....Besant & Rice.
The Golden Butterfly.....do.
Alton Locke.....Chas. Kingsley.
Under two Flags.....Ouida.
Cherry Ripe.....Helen Mathers.
Not wisely but too well.....Rhoda Broughton.
Adam Bede.....George Eliot.
Romola.....do.
Daniel Deronda.....do.
The Mill on the Floss.....do.
John Halifax, Gentleman.....Miss Muloch.
Rhona.....Mrs. Forester.
John Marchmont's Legacy.....Miss Bradton.
Lorna Doone.....R. D. Blackmore.
Heir of Redcliffe.....Miss Yonge.
Romance of 19th Century.....W. H. Mallock.
Jane Eyre.....Charlotte Bronte.
Puck.....Ouida.
Vanity Fair.....W. M. Thackeray.
Henry Emmond.....do.
Handy Andy.....Samuel Lover.

ALL THE BEST NOVELS OF ALL THE BEST WRITERS. COMPLETE LISTS MAY BE HAD ON APPLICATION.

KELLY & WALSH—HONGKONG.

Hongkong, 20th August, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS. MOWHAWK MINSTREL SONG BOOKS.

NEW ENGINEERING AND NAUTICAL WORKS. SENNETT'S THE MARINE STEAM ENGINE.

DONALDSON'S ROUGH SKETCHING. ENGINEERS' PRIVATE LOG BOOKS.

MACGREGOR'S ENGINEERS' ALMANACK. SMITH'S TABLES AND MEMORANDA.

SPONS REED'S ENGINEERS' GUIDE; NEW ED. BERGEN'S WILSON ON STEAM BOILERS.

SEXTON'S BOILER MAKERS' POCKET BOOK. MOLESWORTH'S ENGINEERS' POCKET BOOK.

BURGH'S HASWELL'S BALE'S SAW MILLS, THEIR MANAGEMENT, &c. LECKIE'S WRINGER, PRACTICAL NAVIGATION.

REED'S GUIDE TO THE MARINE BOARD. AZUMUTH'S TABLES, WEATHER FORECASTS, SAILOR'S POCKET BOOK.

NEW CHARTS of Tongking, Hainan Straits, and Sulu Archipelago. VARIATION CHART OF THE WORLD.

NEW WALTZES. MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.

W. BREWER, QUEEN'S ROAD. [703]

Hongkong, 10th August, 1883.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED,

BEETON'S Handbook of Needlework.

" Ready Reckoner.

" All about Gardening.

" English Woman's Cookery Book.

Pouchet's The Universe.

Tissandier's Scientific Recreations.

Mitford's Tales of Old Japan.

Bagehot's Economical Studies.

Figuer's The Human Race.

Perry's Practical Mechanics.

Shore's Some Difficulties of Belief.

Creswell's Handrailings and Staircases.

Dresser's Principle of Decorative-Designs.

Elwe's Animal Drawings.

Hongkong, 24th August, 1883.

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS.

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Regulates of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

Hongkong, 14th July, 1882. [9]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS.

JEWELLERS, SILVERSMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

SOLE AGENTS for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPTIC GLASSES, MARINE GLASSES, AND SPECTACLES.

No. 38, QUEEN'S ROAD CENTRAL. [476]

Shipping.

STEAMERS.

GEO. R. STEVENS & Co.'s LINE. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and Fiji.)

THE Steamship "SUEZ."

Captain Ainslie, will be despatched as above, on SATURDAY, the 8th September, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 16th August, 1883. [644]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship "EUROPE."

Valladier, Commander, will sail on or about the 24th September, for MARSEILLES, SAIGON, SINGAPORE, COLOMBO, ADE, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon, and Stewardess.

The Line is noted for its Cuisine and Beer and Table Wines are included in the Passage Money.

RETURN TICKETS are now granted by the Steamers of this line available for 6 or 12 months to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 27th August, 1883. [659]

SAILING VESSELS.

FOR NEW-YORK.

THE 3/3 L. I. I. British Ship "G. C. TRUFANT."

Thomas, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, 14th July, 1883. [563]

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE List of Applications for SHARES in the above Company will be CLOSED on SATURDAY, the 1st September, at NOON.

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 29th August, 1883. [663]

NOTICE.

HONGKONG-HOTEL COMPANY, LIMITED.

TENDERS for the LEASE of the HONGKONG HOTEL and/or SHOPS will CLOSE on 31st instant, at NOON.

By Order, LOUIS HAUSCHILD, Secretary.

Hongkong, 20th August, 1883. [651]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the Club will be held in the PAVILION on THURSDAY, the 6th September, at 5.30 P.M.

BUSINESS.—To receive the Report and Accounts for last season; to elect a Committee and Hon. Sec. for 1883-4; and to discuss some additions to the Rules and any other Business that may come before the Meeting.

Gentlemen desirous of becoming Members will please send their Names, together with those of their Proposer and Second, to the Hon. Sec. H.K.C.C., addressed to the Club.

W. DE ST. CROIX, Hon. Sec. 1882-3.

Hongkong, 28th August, 1883. [661]

TO BE SOLD.

THE wreck of the U.S.S. "ASHUELOT" lying at the Lammoeks Rocks, will be Sold to the Highest Bidder to be ascertained by the Tenders received by E. N. WHITEHOUSE, Paymaster U.S. Navy, which will be read on board the U.S.S. "PALOS" in the presence of Lieutenant-Commander G. D. B. GLIDDEN, U.S. Navy, and the parties interested, between the hours of TEN and ELEVEN A.M., on the 31st instant.

PEIRCE CROSBY, Rear-Admiral U.S.N., Commanding U.S. Naval Force on Asiatic Station.

Hongkong, 28th August, 1883. [662]

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO, and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte. CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

NOTICE.

H. CHUNG, SHIP'S PLUMBER, BLACK-SMITH, &c., &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.

Hongkong, 4th August, 1883. [620]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "COPTIC"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st September, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

Commercial.

THIS DAY.

4 o'clock p.m.
Mail day has been usual, rather a quiet day on the Share Market; however, a few transactions have to be noted. Banks have changed hands for cash at 187 per cent. premium and there are fewer buyers at the rate; but holders refuse to deal at a lower rate than 188, which had not been forthcoming when our report left. Docks are rather weaker, a number of shares being on offer at 57 per cent. premium without leading to business. Steamboats, on the other hand, are in much better odour. Sales have been booked at 50 per share premium, the stock leaving off steady at that rate. A small transaction in China Sugars has been reported at 158, but there is no demand for the scrip at this figure. Other quotations speak for themselves.

SHARES.

Hongkong and Shanghai Bank—New Issue. ex. div. 187 per cent. premium, sales and buyers.
Union Insurance Society of Canton—\$625 per share, buyers.
China Traders' Insurance Company—\$2,500 per share, sellers.
North China Insurance—Tls. 1,400 per share, sellers.
Canton Insurance Company, Limited—\$115 per share.
Yangtze Insurance Association—Tls. 1050 per share.
Chinese Insurance Company—\$225 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$340 per share, buyers.
China Fire Insurance Company—\$370 per share.
Hongkong and Whampoa Dock Company—\$7 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium, ex. div. sales.
China and Manila Steam-Ship Company—120 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$175 per share.
Indo-China Steam Navigation Company, Limited—15 per cent. div. sales.
China Sugar Refining Company, Limited—\$158 per share, sales and sellers.
China Sugar Refining Company (Debtentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—\$80 per share, sellers.
Hongkong Ice Company—\$160 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 percent. prem. ex. int.
Chinese Imperial Loan of 1881—2 percent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/17
Bank Bills, on demand 3/17
Bank Bills, at 30 days sight 3/18
Bank Bills, at 3 months sight 3/18
Credits, at 4 months sight 3/18
Documentary Bills, at 4 months sight 3/18
ON PARIS.—Bank, on demand 4/62
Credits, at 4 months sight 4/71
ON BOYD.—Bank, T. T. 233
ON CALCUTTA.—Bank, T. T. 224
ON DEMAND 224
ON SHANGHAI.—Bank, sight 721
Private, 30 days sight 731

OPIUM MARKET—THIS DAY.

NEW MALWA.....per picul, 8535
(Allowance, Tals. 12.)
OLD MALWA.....per picul, 8575
(Allowance, Tals. 16.)
NEW PATNA (without choice) per chest, 8503
NEW PATNA (first choice) per chest, 8504
NEW PATNA (second choice) per chest, 8504
NEW PATNA (bottom) per chest, 8500
OLD PATNA (without choice) per chest, 8505
BENARES (without choice) per chest, 8502
BENARES (bottom) per chest, 8502
NEW PERSIAN (best quality) per picul, 8555
OLD PERSIAN (best quality) per picul, 8435
OLD PERSIAN (second quality) per picul, 8365

HONGKONG TEMPERATURE.

[FROM MAINE FALCONER & Co's Register]	
YEASTDAY.	
Barometer—P.M.	80.00
Barometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M. (Wet bulb)	78.00
To-day.	
Barometer—A.M.	80.00
Barometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M.	80.00
Thermometer—P.M. (Wet bulb)	78.00
Thermometer—P.M. (Wet bulb)	78.00
Thermometer—Midday	80.00
Thermometer—Midday	80.00

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOME- TER, &c.	HONG- KONG.	AMOI.		SHANG- HAI.		MAN- CHOW.
	Previous day at 4 p.m.	On date at 4 p.m.	Previous day at 4 p.m.	On date at 4 p.m.	Previous day at 4 p.m.	On date at 4 p.m.
	On date at 4 p.m.	On date at 4 p.m.	On date at 4 p.m.	On date at 4 p.m.	On date at 4 p.m.	On date at 4 p.m.
Barometer.....	30.80	30.90	30.80	30.90	30.80	30.90
Therm. at attached	81.0	81.0	80.0	82.0	80.0	81.0
Direction of Wind	E	SE	NE	NE	SE	SW
Force	6	5	—	8	3	—
Dry Thermometer,	80.0	80.0	—	80.0	80.0	80.0
Wet Thermometer,	77.0	75.0	—	77.5	76.0	78.0
Weather	ccq	ccr	—	b	b	bc
Hour's Rain	—	5.0	—	—	—	—
Quantity fallen.....	—	0.6	0.04	0.26	—	—

Barometer, level of the sea in fathoms, and wind direction, in the open air in a shaded situation. Direction of Wind, in registered every two points, N.N.E., N.E., etc. Force of Wind, in calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 10 strong breeze, 10 to 15 violent, 15 to 20 very violent, 20 to 25 hurricane, 25 to 30 typhoon, 30 to 35 cyclone, 35 to 40 storm, 40 to 45 hurricane, 45 to 50 typhoon, 50 to 55 cyclone, 55 to 60 storm, 60 to 65 hurricane, 65 to 70 typhoon, 70 to 75 cyclone, 75 to 80 storm, 80 to 85 hurricane, 85 to 90 typhoon, 90 to 95 cyclone, 95 to 100 storm, 100 to 105 hurricane, 105 to 110 typhoon, 110 to 115 cyclone, 115 to 120 storm, 120 to 125 hurricane, 125 to 130 typhoon, 130 to 135 cyclone, 135 to 140 storm, 140 to 145 hurricane, 145 to 150 typhoon, 150 to 155 cyclone, 155 to 160 storm, 160 to 165 hurricane, 165 to 170 typhoon, 170 to 175 cyclone, 175 to 180 storm, 180 to 185 hurricane, 185 to 190 typhoon, 190 to 195 cyclone, 195 to 200 storm, 200 to 205 hurricane, 205 to 210 typhoon, 210 to 215 cyclone, 215 to 220 storm, 220 to 225 hurricane, 225 to 230 typhoon, 230 to 235 cyclone, 235 to 240 storm, 240 to 245 hurricane, 245 to 250 typhoon, 250 to 255 cyclone, 255 to 260 storm, 260 to 265 hurricane, 265 to 270 typhoon, 270 to 275 cyclone, 275 to 280 storm, 280 to 285 hurricane, 285 to 290 typhoon, 290 to 295 cyclone, 295 to 300 storm, 300 to 305 hurricane, 305 to 310 typhoon, 310 to 315 cyclone, 315 to 320 storm, 320 to 325 hurricane, 325 to 330 typhoon, 330 to 335 cyclone, 335 to 340 storm, 340 to 345 hurricane, 345 to 350 typhoon, 350 to 355 cyclone, 355 to 360 storm, 360 to 365 hurricane, 365 to 370 typhoon, 370 to 375 cyclone, 375 to 380 storm, 380 to 385 hurricane, 385 to 390 typhoon, 390 to 395 cyclone, 395 to 400 storm, 400 to 405 hurricane, 405 to 410 typhoon, 410 to 415 cyclone, 415 to 420 storm, 420 to 425 hurricane, 425 to 430 typhoon, 430 to 435 cyclone, 435 to 440 storm, 440 to 445 hurricane, 445 to 450 typhoon, 450 to 455 cyclone, 455 to 460 storm, 460 to 465 hurricane, 465 to 470 typhoon, 470 to 475 cyclone, 475 to 480 storm, 480 to 485 hurricane, 485 to 490 typhoon, 490 to 495 cyclone, 495 to 500 storm, 500 to 505 hurricane, 505 to 510 typhoon, 510 to 515 cyclone, 515 to 520 storm, 520 to 525 hurricane, 525 to 530 typhoon, 530 to 535 cyclone, 535 to 540 storm, 540 to 545 hurricane, 545 to 550 typhoon, 550 to 555 cyclone, 555 to 560 storm, 560 to 565 hurricane, 565 to 570 typhoon, 570 to 575 cyclone, 575 to 580 storm, 580 to 585 hurricane, 585 to 590 typhoon, 590 to 595 cyclone, 595 to 600 storm, 600 to 605 hurricane, 605 to 610 typhoon, 610 to 615 cyclone, 615 to 620 storm, 620 to 625 hurricane, 625 to 630 typhoon, 630 to 635 cyclone, 635 to 640 storm, 640 to 645 hurricane, 645 to 650 typhoon, 650 to 655 cyclone, 655 to 660 storm, 660 to 665 hurricane, 665 to 670 typhoon, 670 to 675 cyclone, 675 to 680 storm, 680 to 685 hurricane, 685 to 690 typhoon, 690 to 695 cyclone, 695 to 700 storm, 700 to 705 hurricane, 705 to 710 typhoon, 710 to 715 cyclone, 715 to 720 storm, 720 to 725 hurricane, 725 to 730 typhoon, 730 to 735 cyclone, 735 to 740 storm, 740 to 745 hurricane, 745 to 750 typhoon, 750 to 755 cyclone, 755 to 760 storm, 760 to 765 hurricane, 765 to 770 typhoon, 770 to 775 cyclone, 775 to 780 storm, 780 to 785 hurricane, 785 to 790 typhoon, 790 to 795 cyclone, 795 to 800 storm, 800 to 805 hurricane, 805 to 810 typhoon, 810 to 815 cyclone, 815 to 820 storm, 820 to 825 hurricane, 825 to 830 typhoon, 830 to 835 cyclone, 835 to 840 storm, 840 to 845 hurricane, 845 to 850 typhoon, 850 to 855 cyclone, 855 to 860 storm, 860 to 865 hurricane, 865 to 870 typhoon, 870 to 875 cyclone, 875 to 880 storm, 880 to 885 hurricane, 885 to 890 typhoon, 890 to 895 cyclone, 895 to 900 storm, 900 to 905 hurricane, 905 to 910 typhoon, 910 to 915 cyclone, 915 to 920 storm, 920 to 925 hurricane, 925 to 930 typhoon, 930 to 935 cyclone, 935 to 940 storm, 940 to 945 hurricane, 945 to 950 typhoon, 950 to 955 cyclone, 955 to 960 storm, 960 to 965 hurricane, 965 to 970 typhoon, 970 to 975 cyclone, 975 to 980 storm, 980 to 985 hurricane, 985 to 990 typhoon, 990 to 995 cyclone, 995 to 1000 storm, 1000 to 1005 hurricane, 1005 to 1010 typhoon, 1010 to 1015 cyclone, 1015 to 1020 storm, 1020 to 1025 hurricane, 1025 to 1030 typhoon, 1030 to 1035 cyclone, 1035 to 1040 storm, 1040 to 1045 hurricane, 1045 to 1050 typhoon, 1050 to 1055 cyclone, 1055 to 1060 storm, 1060 to 1065 hurricane, 1065 to 1070 typhoon, 1070 to 1075 cyclone, 1075 to 1080 storm, 1080 to 1085 hurricane, 1085 to 1090 typhoon, 1090 to 1095 cyclone, 1095 to 1100 storm, 1100 to 1105 hurricane, 1105 to 1110 typhoon, 1110 to 1115 cyclone, 1115 to 1120 storm, 1120 to 1125 hurricane, 1125 to 1130 typhoon, 1130 to 1135 cyclone, 1135 to 1140 storm, 1140 to 1145 hurricane, 1145 to 1150 typhoon, 1150 to 1155 cyclone, 1155 to 1160 storm, 1160 to 1165 hurricane, 1165 to 1170 typhoon, 1170 to 1175 cyclone, 1175 to 1180 storm, 1180 to 1185 hurricane, 1185 to 1190 typhoon, 1190 to 1195 cyclone, 1195 to 1200 storm, 1200 to 1205 hurricane, 1205 to 1210 typhoon, 1210 to 1215 cyclone, 1215 to 1220 storm, 1220 to 1225 hurricane, 1225 to 1230 typhoon, 1230 to 1235 cyclone, 1235 to 1240 storm, 1240 to 1245 hurricane, 1245 to 1250 typhoon, 1250 to 1255 cyclone, 1255 to 1260 storm, 1260 to 1265 hurricane, 1265 to 1270 typhoon, 1270 to 1275 cyclone, 1275 to 1280 storm, 1280 to 1285 hurricane, 1285 to 1290 typhoon, 1290 to 1295 cyclone, 1295 to 1300 storm, 1300 to 1305 hurricane, 1305 to 1310 typhoon, 1310 to 1315 cyclone, 1315 to 1320 storm, 1320 to 1325 hurricane, 1325 to 1330 typhoon, 1330 to 1335 cyclone, 1335 to 1340 storm, 1340 to 1345 hurricane, 1345 to 1350 typhoon, 1350 to 1355 cyclone, 1355 to 1360 storm, 1360 to 1365 hurricane, 1365 to 1370 typhoon, 1370 to 1375 cyclone, 1375 to 1380 storm, 1380 to 1385 hurricane, 1385 to 1390 typhoon, 1390 to 1395 cyclone, 1395 to 1400 storm, 1400 to 1405 hurricane, 1405 to 1410 typhoon, 1410 to 1415 cyclone, 1415 to 1420 storm, 1420 to 1425 hurricane, 1425 to 1430 typhoon, 1430 to 1435 cyclone, 1435 to 1440 storm, 1440 to 1445 hurricane, 1445 to 1450 typhoon, 1450 to 1455 cyclone, 1455 to 1460 storm, 1460 to 1465 hurricane, 1465 to 1470 typhoon, 1470 to 1475 cyclone, 1475 to 1480 storm, 1480 to 1485 hurricane, 1485 to 1490 typhoon, 1490 to 1495 cyclone, 1495 to 1500 storm, 1500 to 1505 hurricane, 1505 to 1510 typhoon, 1510 to 1515 cyclone, 1515 to 1520 storm, 1520 to 1525 hurricane, 1525 to 1530 typhoon, 1530 to 1535 cyclone, 1535 to 1540 storm, 1540 to 1545 hurricane, 1545 to 1550 typhoon, 1550 to 1555 cyclone, 1555 to 1560 storm, 1560 to 1565 hurricane, 1565 to 1570 typhoon, 1570 to 1575 cyclone, 1575 to 1580 storm, 1580 to 1585 hurricane, 1585 to 1590 typhoon, 1590 to 1595 cyclone, 1595 to 1600 storm, 1600 to 1605 hurricane, 1605 to 1610 typhoon, 1610 to 1615 cyclone, 1615 to 1620 storm, 1620 to 1625 hurricane, 1625 to 1630 typhoon, 1630 to 1635 cyclone, 1635 to 1640 storm, 1640 to 1645 hurricane, 1645 to 1650 typhoon, 1650 to 1655 cyclone, 1655 to 1660 storm, 1660 to 1665 hurricane, 1665 to 1670 typhoon, 1670 to 1675 cyclone, 1675 to 1680 storm, 1680 to 1685 hurricane, 1685 to 1690 typhoon, 1690 to 1695 cyclone, 1695 to 1700 storm, 1700 to 1705 hurricane, 1705 to 1710 typhoon, 1710 to 1715 cyclone, 1715 to 1720 storm, 1720 to 1725 hurricane, 1725 to 1730 typhoon, 1730 to 1735 cyclone, 1735 to 1740 storm, 1740 to 1745 hurricane, 1745 to 1750 typhoon, 1750 to 1755 cyclone, 1755 to 1760 storm, 1760 to 1765 hurricane, 1765 to 1770 typhoon, 1770 to 1775 cyclone, 1775 to 1780 storm, 1780 to 1785 hurricane, 1785 to 1790 typhoon, 1790 to 1795 cyclone, 1795 to 1800 storm, 1800 to 1805 hurricane, 1805 to 1810 typhoon, 1810 to 1815 cyclone, 1815 to 1820 storm, 1820 to 1825 hurricane, 1825 to 1830 typhoon, 1830 to 1835 cyclone, 1835 to 1840 storm, 1840 to 1845 hurricane, 1845 to 1850 typhoon, 1850 to 1855 cyclone, 1855 to 1860 storm, 1860 to 1865 hurricane, 1865 to 1870 typhoon, 1870 to 1875 cyclone, 1875 to 1880 storm, 1880 to 1885 hurricane, 1885 to 1890 typhoon, 1890 to 1895 cyclone, 1895 to 1900 storm, 1900 to 1905 hurricane, 1905 to 1910 typhoon, 1910 to 1915 cyclone, 1915 to 1920 storm, 1920 to 1925 hurricane, 1925 to 1930 typhoon, 1930 to 1935 cyclone, 1935 to 1940 storm, 1940 to 1945 hurricane, 1945 to 1950 typhoon, 1950 to 1955 cyclone, 1955 to 1960 storm, 1960 to 1965 hurricane, 1965 to 1970 typhoon, 1970 to 1975 cyclone, 1975 to 1980 storm, 1980 to 1985 hurricane, 1985 to 1990 typhoon, 1990 to 1995 cyclone, 1995 to 2000 storm, 2000 to 2005 hurricane, 2005 to 2010 typhoon, 2010 to 2015 cyclone, 2015 to 2020 storm, 2020 to 2025 hurricane, 2025 to 2030 typhoon, 2030 to 2035 cyclone, 2035 to 2040 storm, 2040 to 2045 hurricane, 2045 to 2050 typhoon, 2050 to 2055 cyclone, 2055 to 2060 storm, 2060 to 2065 hurricane, 2065 to 2070 typhoon, 2070 to 2075 cyclone, 2075 to 2080 storm, 2080 to 2085 hurricane, 2085 to 2090 typhoon, 2090 to 2095 cyclone, 2095 to 2100 storm, 2100 to 2105 hurricane, 2105 to 2110 typhoon, 2110 to 2115 cyclone, 2115 to 2120 storm, 2120 to 2125 hurricane, 2125 to 2130 typhoon, 2130 to 2135 cyclone, 2135 to 2140 storm, 2140 to 2145 hurricane, 2145 to 2150 typhoon, 2150 to 2155 cyclone, 2155 to 2160 storm, 2160 to 2165 hurricane, 2165 to 2170 typhoon, 2170 to 2175 cyclone, 2175 to 2180 storm, 2180 to 2185 hurricane, 2185 to 2190 typhoon, 2190 to 2195 cyclone, 2195 to 2200 storm, 2200 to 2205 hurricane, 2205 to 2210 typhoon, 2210 to 2215 cyclone, 2215 to 2220 storm, 2220 to 2225 hurricane, 2225 to 2230 typhoon, 2230 to 2235 cyclone, 2235 to 2240 storm, 2240 to 2245 hurricane, 2245 to 2250 typhoon, 2250 to 2255 cyclone, 2255 to 2260 storm, 2260 to 2265 hurricane, 2265 to 2270 typhoon, 2270 to 2275 cyclone, 2275 to 2280 storm, 2280 to 2285 hurricane, 2285 to 2290 typhoon, 2290 to 2295 cyclone, 2295 to 2300 storm, 2300 to 2305 hurricane, 2305 to 2310 typhoon, 2310 to 2315 cyclone, 2315 to 2320 storm, 2320 to 2325 hurricane, 2325 to 2330 typhoon, 2330 to 2335 cyclone, 2335 to 2340 storm, 2340 to 2345 hurricane, 2345 to 2350 typhoon, 2350 to 2355 cyclone, 2355 to 2360 storm, 2360 to 2365 hurricane, 2365 to 2370 typhoon, 2370 to 2375 cyclone, 2375 to 2380 storm, 2380 to 2385 hurricane, 2385 to 2390 typhoon, 2390 to 2395 cyclone, 2395 to 2400 storm, 2400 to 2405 hurricane, 2405 to 2410 typhoon, 2410 to 2415 cyclone, 2415 to 2420 storm, 2420 to 2425 hurricane, 2425 to 2430 typhoon, 2430 to 2435 cyclone, 2435 to 2440 storm, 2440 to 2445 hurricane, 2445 to 2450 typhoon, 2450 to 2455 cyclone, 2455 to 2460 storm, 2460 to 2465 hurricane, 2465 to 2470 typhoon, 2470 to 2475 cyclone, 2475 to 2480 storm, 2480 to 2485 hurricane, 2485 to 2490 typhoon, 2490 to 2495 cyclone, 2495 to 2500 storm, 2500 to 2505 hurricane, 2505 to 2510 typhoon, 2510 to 2515 cyclone, 2515 to 2520 storm, 2520 to 2525 hurricane, 2525 to 2530 typhoon, 2530 to 2535 cyclone, 2535 to 2540 storm, 2540 to 2545 hurricane, 2545 to 2550 typhoon, 2550 to 2555 cyclone, 2555 to 2560 storm, 2560 to 2565 hurricane, 2565 to 2570 typhoon, 2570 to 2575 cyclone, 2575 to 2580 storm, 2580 to 2585 hurricane, 2585 to 2590 typhoon, 2590 to 2595 cyclone, 2595 to 2600 storm, 2600 to 2605 hurricane, 2605 to 2610 typhoon, 2610 to 2615 cyclone, 2615 to 2620 storm, 2620 to 2625 hurricane, 2625 to 2630 typhoon, 2630 to 2635 cyclone, 2635 to 2640 storm, 2640 to 2645 hurricane, 2645 to 2650 typhoon, 2650 to 2655 cyclone, 2655 to 2660 storm, 2660 to 2665 hurricane, 2665 to 2670 typhoon, 2670 to 2675 cyclone, 2675 to 2680 storm, 2680 to 2685 hurricane, 2685 to 2690 typhoon, 2690 to 2695 cyclone, 2695 to 2700 storm, 2700 to 2705 hurricane, 2705 to 2710 typhoon, 2710 to 2715 cyclone, 2715 to 2720 storm, 2720 to 2725 hurricane, 2725 to 2730 typhoon, 2730 to 2735 cyclone, 2735 to 2740 storm, 2740 to 2745 hurricane, 2745 to 2750 typhoon, 2750 to 2755 cyclone, 2755 to 2760 storm, 2760 to 2765 hurricane, 2765 to 2770 typhoon, 2770 to 2775 cyclone, 2775 to 2780 storm, 2780 to 2785 hurricane, 2785 to 2790 typhoon, 2790 to 2795 cyclone, 2795 to 2800 storm, 2800 to 2805 hurricane, 2805 to 2810 typhoon, 2810 to 2815 cyclone, 2815 to 2820 storm, 2820 to 2825 hurricane, 2825 to 2830 typhoon, 2830 to 2835 cyclone, 2835 to 2840 storm, 2840 to 2845 hurricane, 2845 to 2850 typhoon, 2850 to 2855 cyclone, 2855 to 2860 storm, 2860 to 2865 hurricane, 2865 to 2870 typhoon, 2870 to 2875 cyclone, 2875 to 2880 storm, 2880 to 2885 hurricane, 2885 to 2890 typhoon, 2890 to 2895 cyclone, 2895 to 2900 storm, 2900 to 2905 hurricane, 2905 to 2910 typhoon, 2910 to 2915 cyclone, 2915 to 2920 storm, 2920 to 2925 hurricane, 2925 to 2930 typhoon, 2930 to 2935 cyclone, 2935 to 2940 storm, 2940 to 2945 hurricane, 2945 to 2950 typhoon, 2950 to 2955 cyclone, 2955 to 2960 storm, 2960 to 2965 hurricane, 2965 to 2970 typhoon, 2970 to 2975 cyclone, 2975 to 2980 storm, 2980 to 2985 hurricane, 2985 to 2990 typhoon, 2990 to 2995 cyclone, 2995 to 3000 storm, 3000 to 3005 hurricane, 3005 to 3010 typhoon, 3010 to 3015 cyclone, 3015 to 3020 storm, 3020 to 3025 hurricane, 3025 to 3030 typhoon, 3030 to 3035 cyclone, 3035 to 3040 storm, 3040 to 3045 hurricane, 3045 to 3050 typhoon, 3050 to 3055 cyclone, 3055 to 3060 storm, 3060 to 3065 hurricane, 3065 to 3070 typhoon, 3070 to 3075 cyclone, 3075 to 3080 storm, 3080 to 3085 hurricane, 3085 to 3090 typhoon, 3090 to 3095 cyclone, 3095 to 3100 storm, 3100 to 3105 hurricane, 3105 to 3110 typhoon, 3110 to 3115 cyclone, 3115 to 3120 storm, 3120 to 3125 hurricane, 3125 to 3130 typhoon, 3130 to 3135 cyclone, 3135 to 3140 storm, 3140 to 3145 hurricane, 3145 to 3150 typhoon, 3150 to 3155 cyclone, 3155 to 3160 storm, 3160 to 3165 hurricane, 3165 to 3170 typhoon, 3170 to 3175 cyclone, 3175 to 3180 storm, 3180 to 3185 hurricane, 3185 to 3190 typhoon, 3190 to 3195 cyclone, 3195 to 3200 storm, 3200 to 3205 hurricane, 3205 to 3210 typhoon, 3210 to 3215 cyclone, 3215 to 3220 storm, 3220 to 3225 hurricane, 3225 to 3230 typhoon, 3230 to 3235 cyclone, 3235 to 3240 storm, 3240 to 3245 hurricane, 3245 to 3250 typhoon, 3250 to 3255 cyclone, 3255 to 3260 storm, 3260 to 3265 hurricane, 3265 to 3270 typhoon, 3270 to 3275 cyclone, 3275 to 3280 storm, 3280 to 3285 hurricane, 3285 to 3290 typhoon, 3290 to 3295 cyclone, 3295 to 3300 storm, 3300 to 3305 hurricane, 3305 to 3310 typhoon, 3310 to 3315 cyclone, 3315 to 3320 storm, 3320 to 3325 hurricane, 3325 to 3330 typhoon, 3330 to 3335 cyclone, 3335 to 3340 storm, 3340 to 3345 hurricane, 3345 to 3350 typhoon, 3350 to 3355 cyclone, 3355 to 3360 storm, 3360 to 3365 hurricane, 3365 to 3370 typhoon, 3370 to 3375 cyclone, 3375 to 3380 storm, 3380 to 3385 hurricane, 3385 to 3390 typhoon, 3390 to 3395 cyclone, 3395 to 3400 storm, 3400 to 3405 hurricane, 3405 to 3410 typhoon, 3410 to 3415 cyclone, 3415 to 3420 storm, 3420 to 3425 hurricane, 3425 to 3430 typhoon, 3430 to 3435 cyclone, 3435 to 3440 storm, 3440 to 3445 hurricane, 3445 to 3450 typhoon, 3450 to 3455 cyclone, 3455 to 3460 storm, 3460 to 3465 hurricane, 3465 to 3470 typhoon, 3470 to 3475 cyclone, 3475 to 3480 storm, 3480 to 3485 hurricane, 3485 to 3490 typhoon, 3490 to 3495 cyclone, 3495 to 3500 storm, 3500 to 3505 hurricane, 3505 to 3510 typhoon, 3510 to 3515 cyclone, 3515 to 3520 storm, 3520 to 3525 hurricane, 3525 to 3530 typhoon, 3530 to 3535 cyclone, 3535 to 3540 storm, 3540 to 3545 hurricane, 3545 to 3550 typhoon, 3550 to 3555 cyclone, 3555 to 3560 storm, 3560 to 3565 hurricane, 3565 to 3570 typhoon, 3570 to 3575 cyclone, 3575 to 3580 storm, 3580 to 3585 hurricane, 3585 to 3590 typhoon, 3590 to 3595 cyclone, 3595 to 3600 storm, 3600 to 3605 hurricane, 3605 to 3610 typhoon, 3610 to 3615 cyclone, 3615 to 3620 storm, 3620 to 3625 hurricane, 3625 to 3630 typhoon, 3630 to 3635 cyclone, 3635 to 3640 storm, 3640 to 3645 hurricane, 3645 to 3650 typhoon, 3650 to 3655 cyclone, 3655 to 3660 storm, 3660 to 3665 hurricane, 3665 to 3670 typhoon, 3670 to 3675 cyclone, 3675 to 3680 storm, 3680 to 3685 hurricane, 3685 to 3690 typhoon, 3690 to 3695 cyclone, 3695 to 3700 storm, 3700 to 3705 hurricane, 3705 to 3710 typhoon, 3710 to 3715 cyclone, 3715 to 3720 storm, 3720 to 3725 hurricane, 3725 to 3730 typhoon, 3730 to 3735 cyclone, 3735 to 3740 storm, 3740 to 3745 hurricane, 3745 to 3750 typhoon, 3750 to 3755 cyclone, 3755 to 3760 storm, 3760 to 3765 hurricane, 3765 to 3770 typhoon, 3770 to 3775 cyclone, 3775 to 3780 storm, 3780 to 3785 hurricane, 3785 to 3790 typhoon, 3790 to 3795 cyclone, 3795 to 3800 storm, 3800 to 3805 hurricane, 3805 to 3810 typhoon, 3810 to 3815 cyclone, 3815 to 3820 storm, 3820 to 3825 hurricane, 3825 to 3830 typhoon, 3830 to 3835 cyclone, 3835 to 3840 storm, 3840 to 3845 hurricane, 3845 to 3850 typhoon, 3850 to 3855 cyclone, 3855 to 3860 storm, 3860 to 3865 hurricane, 3865 to 3870 typhoon, 3870 to 3875 cyclone, 3875 to 3880 storm, 3880 to 3885 hurricane, 3885 to 3890 typhoon, 3890 to 3

The *Daphne* which was launched only to carry more than fifty people to a watery grave, seems to have been well built, but there was criminal carelessness in allowing her to leave the ways with so much top weight as to be unwieldy. At any rate we may safely rely on the thoroughness of the official inquiry into the cause of the disaster, as the Scotch believe in no half-way measures in such cases.

"And what in the name of goodness is this?" asked Mrs. David Davis, as the Senator lugged something into the room and dropped it at her feet. "This is my shirt, darling, and I will be greatly obliged if you will sew on a button for me." "David Davis," said the lady, sternly, "when you bring me your shirt I will be pleased to sew on a button for you with pleasure, as becomes a fond and dutiful wife; but just now, sir, I must insist on your removing this circus canvas from my apartment."

The Japanese maiden, instead of suing her faithful lover for breach of promise, gets up at two o'clock in the morning, dons a white robe and sandals, sticks three lighted candles in her hair, hangs a mirror around her neck, takes an effigy of her faithless swain, nails it to a sacred shrine and prays for the death of the traitor. And all this time the traitor may be sitting up with another girl, feeding her with chocolate caramels and whispering in her ear something about the Heresies of the Wherefore. A better plan would be for the girl to nail her faithless lover to the tree.

The Government of Cyprus has developed an important industry, namely, the preparation of locusts as bait for the sardine fishery. The price offered for locusts and their eggs has stimulated the Cypriots to such an extent that the enormous amount of 1,399 tons of eggs were collected in seven months. The collection and utilization of the dead bodies of the locusts leave the Government some £30,000 or £40,000 in the shape of "head money." The French appear to have initiated the movement, as the bodies of Algerian locusts are highly prized for the sardine fisheries of the Mediterranean and the Bay of Biscay.

Ruskin, in his latest essay, lays down the law that marriage engagements should never be less than three years, while he thinks it better in all cases to make the engaged swain serve seven years of probation, like Job. This would do very well if the girl of the period were the matchless creature the great apostle of aestheticism paints her. As she is generally made of commoner clay, it would be rather unjust to compel a man to undergo this heroic ordeal, only to have his fine illusions dispelled at last. It is very evident that Mr. Ruskin is working in the interest of Malthus and the bachelors.

The publication in London of Mrs. Burnett's "Through One Administration" applies illustrations the difference between the methods of English and American publishers. The former puts the work in three volumes, fixes its price at 31s. 6d. (about \$2.50) and prints an edition of 500 copies, almost all of which go to the circulating libraries. Later, when the edition ceases to sell, the book will be brought out in a cheaper form—say at six shillings. The American publisher puts the work into one compact volume, and prints an edition of as many thousands as the English publisher prints hundreds. It is just about the difference between singing in a great hall to an audience of one hundred people at \$5 a seat, or a thousand at \$1.

THE NEW SANITARY REGULATIONS.

The following official report has been published:—THE SECRETARY, SANITARY BOARD TO THE COLONIAL SECRETARY.

Sanitary Board Room, Hongkong, 27th August, 1883.

SIR,—I have the honour by direction of the Sanitary Board to lay before you the following particulars showing what has been done to carry out the "Orders of the Government" promulgated, as issued by the Registrar-General, calling on the people to cleanse and purify their houses. On the representation of the Registrar-General it was arranged that the people should be allowed for eight days beginning on Sunday morning, the 19th instant, to throw on the street before 9 a.m. and after 4 p.m. the filth and rubbish collected in the cleansing of their houses. The people availed themselves of the concession to such an extent that, notwithstanding the great exertions of the Sanitary staff, by Tuesday evening immense heaps of rubbish were to be seen in almost every street in the Tai-Ping-shan and Sai-yung-poon districts. Unfortunately the people continued depositing rubbish on the street all day long, instead of the hours conceded to them, and as the whole attention of the Nuisance Inspector was devoted to the speedy removal of the enormous quantities of filth on the streets nothing could be done to stop a proceeding that added considerably to the difficulty of efficiently scavenging the city under such abnormal circumstances. By Friday evening the streets were again fairly clean, but up to the last considerable quantities of rubbish were being deposited on the street. The attached Schedule shows the quantity of filth removed each day as well as the total amount for the eight days. The estimate is based on the carrying capacity of the boats used.

The average quantity of rubbish removed daily from the city has hitherto been calculated at about 85 tons, or a total for 8 days of 680 tons; but an increase of 15 tons daily may fairly be made owing to the facilities afforded by the dust-carts perambulating the streets; this would raise the total normal quantity for eight days to 800 tons. This means that 120 tons, as the quantity of accumulated filth, was removed from the city.

The removal of such a large amount of filth clearly shows the very filthy condition in which a large portion of the city must have been and at first sight might reflect on the efficiency of the Sanitary Staff. It has, however, to be borne in mind that according to the present state of the law a Nuisance Inspector can only deal with what comes under his observation while on the street; he has no authority unless under special instructions from the Board to enter any house.

The actual cleansing of tenements, so far as the Chinese tenants are concerned, must be considered satisfactory, but the work of lime-washing by the owners of property proceeds but slowly. Estimated quantity of filth, dust, rubbish, &c., removed from the city under special conditions during eight days beginning on the 19th August and ending on the 26th August—

19th, Sunday 145 tons
20th, Monday 145 tons
21st, Tuesday 145 tons
22nd, Wednesday 145 tons
23rd, Thursday 145 tons
24th, Friday 145 tons
25th, Saturday 145 tons
26th, Sunday 145 tons
Total 1,160 tons
Calculated total average for 8 days at 85 tons per day 680 tons
Allowance of 15 tons per day as normal 120 tons
Excess with increased facilities for removal 360 tons

I have, &c.,
(Signed) HUGH MACLEOD,
Secretary, Sanitary Board.

The Honourable the Colonial Secretary.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE HARBOUR MASTERS SHIPPING FEE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In your editorial yesterday commenting on the letter of the Colonial Secretary to the German Consul, I think you do Mr. Marshall an injustice when you say that "the Colonial Secretary goes out of his way to state that the permit fees exacted by the Harbour Master's department have been accounted for to the Treasury." Mr. Marshall does not say so. He says—"The fees received by the Harbour Master are paid by him to the Colonial Treasury."

The conclusion I draw from the Colonial Secretary's letter is that, since the attention of the Governor was called by the United States Consul to the practice at the Harbour Master's Office of collecting a fee of one dollar each for seamen shipped by Consuls, the Harbour Master has accounted to the Treasury for the fee collected from German ships. If he had intended to do so, he would have said so in plain terms. I admit that to a careless reader the language of the Colonial Secretary suggests such an idea; but you must remember that a great deal of the language of diplo. cy is purely "Pickwickian." I doubt, however, whether the Harbour Master could have made the unsophisticated Mr. Pickwick believe what he says about his making vessels pay these fees being "useful," as tending in a great measure to check desertion from vessels in port. It would have been just as reasonable for him to have said that the practice tended to keep away typhoons and the cholera.

In reference to the Colonial Secretary's excuse for the Harbour Master having stopped the collection of these fees from American ships because the United States Consul refused to pay them, you pertinently ask "the United States Consul more power in this colony than the combined army and navy of Great Britain?" You seem to forget that the *Palos* is in port, and might knock us all into a cocked hat if Colonel Mosby's orders are not obeyed.

Yours truly,
JUNIOR.

Hongkong, 30th August, 1883.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you please inform me whether or not the Colonial Government exercises its authority here by permission of the American Consul? I observe that the Colonial Secretary in his letter to the German Consul—published in your yesterday's issue—says that while certain fees are exacted from German ships the American vessels are exempted from paying these because "the United States Consul refuses to pay them." I never knew before that a Consul undertook to pay a foreign government the dues of the vessels of his country. I thought the shipmasters did that. But if the U. S. Consul can grant this exemption to American vessels why cannot the German Consul do the same for German vessels? An answer to this question will oblige,
Your obediently,
BISMARCK.

Hongkong, 30th August, 1883.

Really, Bismarck, we cannot see any valid reason why Dr. von Mollendorff should not insist on receiving the same privileges for German vessels with regard to this "permit fee" that have already been secured by Colonel Mosby for American ships. And we venture to think that, after our complete *expulsion* of the threadbare character of the defence made for this clearly illegal exaction by the Colonial Secretary and Harbour Master, the German Consul will insist. We have rarely seen high Government officials place themselves in such a ridiculous light before the public as Mr. W. H. Marshall and Captain H. G. Thomson have done by writing the two absurdly childish letters we published yesterday. A few men of real ability are evidently sadly wanted in the Hongkong government service. Editor H.K. Telegraph.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

MY DEAR SIR,—I shall have been a foreigner. I know not what your Harbour Master has meant when he says that he pays you dollar for your sailor man for my sheep so that he is "prevented from desertion." (I think he means "run away.") Eet is von grand humbug. I pays my sixteen dollar for sixteen men for my sheep to dat Harbor Master. Tree men runs away. I go to Harbor Master and tell him dat tree men runs away. He says "No, sir, can't do no nothing." I go and pay tree dollar more for tree more men. They runs away too. Vat skell I can do? I vas taken de truth and vos von well beknown German skipper. My name you skell know ven you see my *carte de visite* vich is find you inside.

Yours truly,
HANS TEUFELSDROCH.

Hongkong, August 30th, 1883.

HANKOW.

[FROM OUR OWN CORRESPONDENT.]

17th August, 1883.

Nothing of note has taken place here of late; and, if I must supply you with intelligence, I will have recourse to the good old plan of making bricks without straw.

Since the 1st of the seventh moon our neighbourhood has been enveloped in fog every night, from a natural but an artificial cause. The Chinese have been burning large quantities of paper money, &c., on the streets, hills, and every high place. Every evening the bonfires on the hills present quite a "gunpowder night" appearance, and remind one of the 5th of November. The smoke is so dense that the city seems to be enveloped in fog, and it is impossible to see very far off. That is not all, the smoke enters our dwellings, gets into the eyes, and makes one almost as "deaf as a mule" by a chemical fire. Fragments of burnt paper, too, fly all over the place, and the greatest wonder is why there are so few fires.

All this combustion is in honour of our ancestors, and if the paper burnt realizes its supposed value in the next world, the disembodied spirits will be well off, and be able to pay all their expenses in handsome style.

One cannot help pitying the poor Chinese, and looking forward to the day when all their superstitions and delusions will be removed, and they shall worship no dead relations but a living Saviour.

The paper vendors will be profiting largely at this season, for the quantity consumed would cause quite a dearth in the market, and paper should realise a premium. To-night, the 15th (7th moon), will end the season for combustion.

The new Viceroy arrived on the 14th inst., and took over the seals of office on the 15th. We hope his term of office will prove more auspicious than that of his predecessor; and that we may be free from all the troubles which have characterized the period of office of the late Viceroy.

The summer is passing away nicely, and day by day the heat seems to become less; to-day,

however, has proved an exception, and the thermometer on our registers 92°. We are, however, nearing the "limit of heat" according to the Chinese Almanack, and we cannot expect to have many more hot days.

The summer though, on the whole, has proved an exceptionally cool one, yet it has robbed us of several from our midst. To-day, another death occurred. Mrs. Kindblad, wife of one in the Customs service; she was only ill a day or two, died this morning, and was buried in the evening, at 6 o'clock.

An item of news reached me last week from Yunnan with reference to the Roman Catholic outrages there. On the way from Yunnan to Tali our friends saw twelve men in chains going to the capital, including the alleged murderer and accomplices in the murder of M. Terrasse. They expected to meet several in cages, as they were informed several were being transported in that way, but they arrived at their destination without seeing them. I am glad to add that our friends are enjoying good health, and kept in perfect peace, though removed so far from the nearest port—*Star in the East*.

SHAHSING.

[FROM OUR OWN CORRESPONDENT.]

August 9th, 1883.

The rumours, subjoined are for the detection and diffidence of some of our readers. Doubtless many will be amused and many will be disgusted at the silly views of the otherwise shrewd Chinaman. But there is a serious aspect to the affair also. Everybody who has lived long in China and who knows anything of its strange compound of puerility and intelligence, is aware that rumours derogatory to foreigners in this country are very precious. They may blow over with the passing wind, or they may develop themselves into something more formidable than mere reports. You have had an illustration of this recently in Shanghai. But we in the interior of China feel safer than you folks at Shanghai do, surrounded and honey-combed as you are by that rowdy element which finds no place in a city like Shaohsing. An explosion is not so likely to take place here as with you; if it did take place, why, then we should be worse off than you, as we should at once be blown to pieces, having no protective or resistant force without or within. But we ourselves have really been much amused at these rumours; they have given us further insight into the strange composition of the Chinese mind. I have sent them to you more especially for your home readers, who know next to nothing of the Chinese, save that they are shabby, shrewd, and industrious men. It will doubtless be difficult for some of them to recognize these silly things with the keen-sighted intelligent mind of a Chinaman—one who can strike a bargain with the keenest Yankee, or make a Treaty with the astutest statesman. Yet notwithstanding the intelligence of the Chinese mind, it is not to be expected that the inhabitants of an inland city like Shaohsing—although it supplies lawyers for all the provinces of China—who have little acquaintance with foreigners, and much less with their wonderful appliances, should be able at once to understand the principles and working of the Electric Telegraph, just made for the first time to run by their doors. "Man-man," as they themselves say, and, alas! as they themselves act. The saving grace of a Chinaman moves slowly, but surely. The time coming when these Chinamen will understand the Electric Telegraph and all its uses; and, as these people move in masses, they will present themselves in such square, compact bodies, rank and file, close and deep, at all the ports on the coast, and with such irresistible force as to push you all out of the market into the sea!

RUMOURS AT SHAHSING ANENT THE TELEGRAPH IN CHINA.

1. Some say—"To allow foreigners to make the Telegraph in China is proof of the weakness of the usurping power of the foreign Devils and of the utter weakness of our Emperor and his Ministers."

2. Some say—"The Foreign Devils have introduced this scheme of order to subjugate all China to their control. When the work is completed China's eighteen provinces will be an easy prey for them."

3. Some say—"China's destiny is completed. The part it has hitherto played as a factor for good among the nations is taken away from it; seeing our Emperor is so bewitched as to permit foreigners to make such a thing as that in our land. *Fung-shui* is now blown to the winds, and the fate of the dynasty is sealed. The followers of this religion of Jesus have long been aware of this; so they have first submitted themselves as slaves, and all those who do not submit will in due course be killed. As soon as the telegraph lines are finished throughout the Empire, then will commence the slaughter."

4. Some say—"Heaven is not pleased with this innovation, and therefore many telegraph posts have been destroyed by the gods of thunder. In each post that was split asunder, were discovered two paper men. But the Foreign Devils by their wonderful magical arts have seized the gods of thunder and condemned them to wear the cangue."

5. Some say—"In sending messages they use magical arts by the use of two paper men, one goes, and the other comes, something like the jugglery of our 'White Lily' sect and the quick doctors of our fairs and markets. In each telegraph post two paper men are present."

6. Some say—"The Emperor is angry, and Heaven is also displeased, so all will soon be pulled down and destroyed."

7. Some say—"The fulfillment of that saying: 'Come to pass—namely, 'When spiders shall weave the silken nets, and wooden oxen shall plough the fields, this dynasty is finished.'"

8. Some say—"When the telegraph offices are opened many classes of people will be starved. The plying of small craft on the rivers, the postmen and post-offices, all will greatly suffer; it will be hard to make money in those days, and myriads will be injured."

9. Some say—"Private affairs cannot now be hid. Foreigners will know all that is going on everywhere, as the paper men communicate all to them."

10. Some say—"The chief of the Taoists in Kiangsi is aware of all that is doing, and therefore has memorialized the Throne, charging Li Hung-chang's eldest son as being the spider's elf, and he it is who is weaving the silken net, gathering his armies to battle, and thus preparing the way for his father to ascend the throne, which the latter greatly covets."

11. Some say—"Li Hung-chang is in secret league with the Foreign Devils, and this telegraph system has been falsely promulgated as emanating from the Imperial will. Now, Tso Tung-tang and Peng Tsai-jen are aware of this scheme of alliance, and they have informed the Emperor of it, who has accordingly ordered Li Hung-chang to Court, and he is now incarcerated in the Imperial prison, as his wicked schemes have all been exposed. So fear not, the telegraph will soon all be destroyed."—*Star in the East*.

This paragraph being the most reasonable one, has taken the quickest and deepest effect for a short time. A Foo-bowman with every argument stoutly attacked him while roaring measures with every Shaohsing pretty inland lake, declaring what injury it had already done to his crab between Shanghai and Soochow.

TRAITS OF TURKISH WOMEN.

Turkish women are not shut up. They go out when they please. If a husband meets his wife in the street he makes no sign of recognition. If he perceives her halting before a draper's stall and gazing at silk dearer than he can afford, he must possess his soul in resignation, muttering "Mash Allah." This respect for women prevails also in the home circle, and it comes natural to the Mussulman, who has been taught from boyhood to behave courteously to the softer sex. Those of the lower class who are engaged as servants in the houses of Frank residents are much preferred to Greeks or Armenians, for their excellent behavior, cleanliness and regard for truth. Looking upon marriage as their natural destiny, they are careful of their reputations; and when married make first-rate housewives. No doubt a tourist who compared the Turkey of to-day with that of twenty-five years ago would find some departures from the strict womanly reserve which used to be the universal rule. The mistress of the harem dresses much like a French lady nowadays, reads French novels and plays the piano; though she has some gorgeous Turkish costumes which she dons upon State occasions, such as the calvas, when she entertains other ladies. Calvas means a cake, but it has come to designate a party at which that dainty is eaten. When a Turkish lady gives a calvas her husband is excluded from the harem while the strange women are in the house. These guests begin to arrive toward six, accompanied by their maid servants and negroes carrying lanterns and bringing their children with them. Closely muffled, they divest themselves of their burmouses in the ante-room and put on delicate satin slippers, which they have brought with them in bags. The reception rooms are brilliantly lighted up with pink wax candles, and scented with fragrant pastilles. There is no kissing or hand-shaking between the hostess and her guests; but each lady as she comes in lifts her hand gracefully to her heart, her lips and her brows, which means: "I am devoted to you with heart, mouth and mind." This mode of salutation, when smilingly performed, is very pretty. The greetings being ended, the company seat themselves on chairs if there be any. Frank ladies present, if not, they betake themselves to the divans and carpets, while the children go off altogether to be regaled in some other room. Cigarettes, coffee and sweetmeats are handed round, and while these things are being discussed, the ladies are bound to pay one another compliments about their respective dresses, which are sure to be most sumptuous, and, indeed, are sometimes worth a fortune. After the coffee, dancing girls are introduced, and at this stage of the proceedings the elderly ladies generally settle down to cards and backgammon. In some houses where Christian manners have penetrated, a lady pianist rattles off waltzes and operatic music to amuse the company; but this does not exclude the performance of the native dancing girls, whose gyrations and music with tambourine and castanets are much appreciated. These almes are seldom older than fourteen, and no married woman ever joins the dance. *Brooklyn Eagle*.

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. Co.'s steamer *City of Rio de Janeiro* with the next American mail, left Yokohama on the 26th instant, and may be expected here on the 2nd proximo.

STEAMERS EXPECTED.

The steamer *Glengyle* left Singapore for this port on the 26th instant, and is due here on the 1st proximo.

The Union Linesteamer *Selebria* left Singapore for this port on the 29th instant, and may be expected to arrive here on the 4th proximo.

The steamer *Naples* left Sydney on the 16th instant, and is due here on or about the 10th proximo.

To-day's Advertisements.

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"EUPHRATES"

Captain Mitchell, will be despatched for the above Port, on or about TUESDAY, the 4th September.

For Freight or Passage, apply to

RUSSELL & Co.,
Hongkong, 30th August, 1883. [664]

UNION LINE.

FOR YOKOHAMA.
THE Steamship

"SELEMBRIA,"

Captain Fowler, due, on or about the 4th September, will have immediate despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.,
Hongkong, 30th August, 1883. [665]

FOR NEW YORK.

THE 3/4 L. I. American Ship

"PAUL JONES,"

Gerrish Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,
Hongkong, 30th August, 1883. [666]

FOR NEW YORK.

THE 3/4 L. I. American Ship

"SOUTHERN CROSS,"

Halley Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,
Hongkong, 30th August, 1883. [667]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

Having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Consignment and to take immediate delivery of their Goods from alongside.

Cargo together her discharge or remaining on board after the 5th September, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any claims must be made immediately, as none will be entertained after the 8th September.

DAVID SASSON, SONS & Co.,
Agents,
Hongkong, 30th August, 1883. [668]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THIS EVENING,

THE 30TH AUGUST.

UNDER THE DISTINGUISHED PATRONAGE OF MAJOR-GENERAL J. N. SARGENT, C.B., COMMANDING H. M. FORCES IN CHINA and Straits Settlements, and LIEUT.-COLONEL H. PARNELL, C.B., and the OFFICERS of "THE DUDDS," EAST KENT REGIMENT.

MESSRS. KELLAR & CUNARD,

THE ROYAL ILLUSIONISTS,

WILL GIVE

A GRAND FAREWELL REPRESENTATION

OF THEIR UNIQUE AND STARTLING WONDERS

on which occasion M. R. KELLAR will give a Complete Exposure of the wonderful SPIRIT SEANCE.

Showing clearly how the Marvellous Effects of the Cabinet are produced by Natural Agencies—completely exploding the hypothesis of Spirit intervention.

M. R. KELLAR

WILL ALSO EXPOSE AND EXPLAIN THE GREAT COAT TEST, THE SLADE HOLDING TEST, THE FLOWING GUITAR, THE KATIE KING MARVEL,

AND ALL THE GRAND MYSTERIES OF THE SPIRIT DARK SEANCE.

In this entertainment, the Royal Illusionists—in addition to their usual programme of high-class illusions—propose to Exhibit, Expose, and Explain the principal and most mysterious of so-called spiritual manifestations. The Exhibition is not intended to be in the slightest degree controversial, or to arraign in any manner the orthodox belief in future existence, or the theory of the Spiritualists; that communication can be established between men living and men dead. Its scope merely comprehends an exposition of the tricks and humbugs of persons calling themselves "Mediums," and who base their claims to credibility on certain exhibitions of seemingly supernatural power, as illustrated in feats of tying and untieing ropes, causing faces and hands to appear and disappear in an inexplicable manner, and like performances in jugglery, which, through ignorance and superstition, have been attributed to SPIRITUALISM, DEMONOLOGY, AND WITCHCRAFT.

In these tricks and sports the Royal Illusionists are most proficient, far outstripping the Davenport Brothers, the Eddys, Dr. Slade, and all that class of mountebanks who play upon the credulity and sympathy of people holding the Spiritualists' faith.

REMEMBER—THURSDAY, the 30th August,

WILL POSITIVELY BE THE LAST OPPORTUNITY OF SEEING THE GREAT ILLUSIONISTS IN THEIR WONDERS!!!

ADMISSION: Dress Circle and Stalls \$2. Back Seats \$1.

Box Plan at Messrs. KELLY & WALSH'S.

Door open at 8.30. Performance at 9 o'clock.

Carriages may be ordered for 11 o'clock. Hongkong, 27th August, 1883. [654]

For Sale.

FOR SALE.

EX STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day. Apply to

G. FENWICK & Co.,
Victoria Foundry,
Hongkong, 25th April, 1883. [328]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS

COAL TAR IN BARRELS.

CHOY CHEW,
239, PRATA WEST.

Hongkong, 5th April, 1883. [262]

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE

CIGARS of all Brands, Imperiales, Caballeros, Vegeteros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Far East, Markets, Meerschaum Pipes, Jewellery of Choice Design. Sun Hats, &c., &c.; Commissions Executed.

JOSE M. BASA,
No. 51, B. QUEEN'S ROAD, CENTRAL.
Hongkong, 1st May, 1882. [343]

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS

OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish the Hongkong Telegraph daily at 4 A.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 30, 1883.

From the several telegrams received in the colony there seems every reason to believe that the volcanic eruption in the Sunda Straits has been attended by most disastrous consequences, and has probably caused immense loss of life. The message received by Mr. R. BUSCHMANN, the acting consul for the Netherlands, from Admiral von ARREN, commanding the Dutch fleet on the Java Coast, was despatched from Weltevreden yesterday at 11.16 a.m. and is to the following effect:—

"Strong volcanic eruption in Sunda Straits; charts not to be trusted all lights destroyed. Give publicity."

Later in the day the Hongkong Government received a telegram from Singapore which reads:—

"Volcanic eruptions in Sunda Straits. Charts quite unreliable; lights destroyed."

The despatch wired to the Agent of the Eastern Extension Telegraph Company give fuller particulars of the disaster, and enables one to more correctly estimate the magnitude of this volcanic upheaval. It says:—

"Saturday and Monday, volcano Karsten, Sunda Straits; terrific eruption. Sunda Straits; charts quite unreliable; lights destroyed. Sunda Straits; charts quite unreliable; lights destroyed. Sunda Straits; charts quite unreliable; lights destroyed."

The American Consul at Weltevreden, alert in the interests of American shipping, wires to his colleague in Hongkong to "Inform ships that navigation in the Sunda Straits is unsafe in consequence of volcanic eruptions."

Sunda Strait, which divides the large islands of Java and Sumatra, is a most important water-way, as a very large portion of the China trade, as well as most of the commerce of Batavia, Singapore and other ports in the China Sea passes through it. According to the *China Sea Directory* (vol. 1 page 157) between Cape Sangian Straits, the most southern part of the western extreme of Java, and Flat Cape, the southern extremity of Sumatra, which form the western limit of Sunda Strait, the distance is 63 miles in a N.W. ½ N. and S.E. ½ S. direction; and from its western to its eastern limit, which lies between St. Nicholas Point, the northern extreme of Java, and the opposite coast of Sumatra, the distance is 74 miles; the general direction of the track for shipping being about N.E. and S.W. The narrowest part of the Strait is at its north-east end, where the distance between Fourth Point in Java and Hog Point in Sumatra is but 13 miles. This part of the Strait is divided into two channels, each about four miles wide, by Thwart-way Island, which, the compiler of the work we are quoting from observes, no doubt received its name from the circumstance of its lying right in the middle or fairway of the narrowest part

of the channel. There are several islands in the Strait forming different channels by which it may be entered from the westward, but PRINCES CHANNEL and GREAT CHANNEL, both on the south side, are those most commonly used. The Great Channel is limited on the north side by the conspicuous Krakatoa Island, between which and the coast of Sumatra are three other channels formed by Bezoe, and Sebooko Islands.

It would appear from the information supplied to the Agent of the Eastern Extension Telegraph Company in this colony, that this tremendous volcanic eruption has not merely been confined to the Sunda Strait, but has been felt throughout the entire island of Java. "The Queen of the Eastern Archipelago," as the celebrated Dutch settlement has been poetically styled, has been long famous for its volcanoes. No fewer than 36 of the loftiest mountains in the island bear unmistakable traces of volcanic origin and eleven of these are still active. The mysterious Upas Valley in Java also contains an extinct crater, and in connection with this it is said that the certain death which overtakes every animal that penetrates the valley is due to the noxious gases given out from it; and not, as is generally believed, to the *Anilars*, which, though yielding a deadly poison, does not affect the atmosphere in which it grows. However, this recent volcanic eruption seems to have first made itself felt at Karatan on the Sunda Strait, and with such terrific force that stones were thrown from fifty to sixty, and ashes over two hundred miles. This is not unprecedented, as it is on record that in 1845 the dust from Hecla was in ten hours after the eruption thickly deposited on some of the Orkney and Shetland Islands, and in 1835 the ashes from Consequiana, in Nicaragua, fell on the streets of Kingston, Jamaica, a distance of 700 miles. During the fearful eruption last alluded to the fine dust covered the ground at a distance of nearly 30 miles to the south of the volcano to a depth of more than ten feet, destroying the woods and dwellings, enveloping thousands of quadrupeds and birds, and converting a large tract of grazing land into a desert.

On Monday last, Batavia, which is many miles distant from the Strait is said to have been in complete darkness. Numerous villages on the coast are reported to have been devastated, and a tidal wave has done immense damage to shipping. The telegraph line to Anjer has also suffered, and all the lights on the coast are destroyed, rendering navigation a work of great difficulty. But the strangest circumstance of all is the fact that a volcanic eruption in the Sunda Strait should make itself felt at Banjoewangie, on the Strait of Ball, in the eastern portion of the island, a distance of between six and seven hundred miles. No doubt full and detailed particulars of this terrible disaster will reach us at an early date, and then we shall be better able to grapple with the subject than we are at present with only the imperfect telegraphic information at our disposal.

TELEGRAMS.

LONDON, August 28th.
FRANCE AND ANNAM.
The *Temps* states that the King of Annam has submitted to the French Commissioner. The French protectorate has been confirmed.

THE SUNDIA STRAITS ERUPTION.

The following telegram, received by the Government from Her Majesty's Consul at Batavia, has been published this afternoon in an extraordinary issue of the *Government Gazette*:—

"In consequence of volcanic action the configuration of Sunda Straits and of the southern entrance thereto has been changed; some islands have disappeared; upheavals are suspected. Anjer with its lighthouse has been destroyed, and probably other lighthouses in the neighbourhood are damaged. A survey is proceeding. Would recommend mariners to exercise extreme caution. Please inform the Admiral, also the Treaty Ports, Japan and Manila."

LOCAL AND GENERAL.

THE public are reminded that the list of applications for shares in the Douglas Steamship Company, Limited, will be closed at noon on Saturday next, September 1st.

DOWN in Louisiana, says the *Detroit Free Press*, they have got to stealing the corner-stones of churches, and a pulp which can be made over into a summer-house is not safe unless bolted down.

WE are informed by the agents, Messrs. Russell & Co., that the Union Line steamer *Selenbria* left Singapore for this port yesterday evening, and may be expected to arrive here on the 4th proximo.

FOR stealing a watch chain, valued at \$4, from the person of a seaman named Classen, Mr. Li Atui, who was described as an unemployed member, was this morning sent in for a six months' spell of hard labor by Mr. Wodehouse.

By the mail steamer *Ravenna*, which left this afternoon, Dr. Crick took his departure for good from this colony. The worthy doctor was highly esteemed here, not only on account of his genial disposition, but also for his sterling abilities as a professor of the healing art.

A NEBRASKA journal patronizingly talks about country newspapers and of their editors. It says with emotion: "We try in our feeble way to cheer him up when times are dull, and join in the hurrah when they are good. If we know him personally, we always like him and he likes us, and when he comes to town there is always room on our table for his feet."

FRANCE pays \$5 per year per capita for the support of her army, and 35 cents per capita per year for the cause of popular education. England pays \$4.60 per person per year for war, against 77 cents for her schools. Peace thus, may have her victories no less renowned than war, but they are not nearly as expensive. In the United States the State and local expenditure on account of public schools amounts to about \$1.75 per head, and the national expenditure for the army and navy to about 35 cents. The latter does not include pensions, which would carry the figures up to about \$2.35 per head.

SAYS the *Shanghai Courier* of the 25th inst.:—The mob of 40 griffins which arrived per *Newchwang* on Wednesday were put up to auction at the Horse Bazaar this afternoon. About 25 had been offered when our reporter left and a great many had obtained offers; ten of which had been accepted at once; the first sold was a dun which went for Tls. 40; the next was a likely-looking gray which fetched Tls. 100; a dun was sold for Tls. 45; then a rather spirited competition ensued for a fine chestnut, and he fetched Tls. 130; a gray then sold for Tls. 115. Then there was a keen competition for a brown, who was considered to be own brother to Shamrock, and was purchased by the first owner of that pony for Tls. 150. The next two ponies sold for Tls. 85 and 65, and the sale was proceeding when we left.

ACCORDING to Messrs. Wheelock and Co.'s Shanghai circular the following have been the rates of freight during the last fortnight:—Newchwang to Swatow, 17 Mex. cents per picul, nominal; Chefoo to Swatow, 14 Mex. cents per picul, nominal; Nagasaki and back, \$1.50 per ton of coal for small vessels, nominal; Keelung and back, \$2.00 per ton of coal, nominal; Foochow and back, \$3.00 per register ton, nominal; Settlements during the fortnight have been:—Hungarian, British steamer, Newchwang to Swatow, 17 Mex. cents per picul (to fill up at Chefoo at 12 Mex. cents per picul), 11 day days. *Waterley*, British steamer, Kuchinatou to Shanghai, \$1.35 per ton of coal, despatch; *Genia Bront*, German barque, 401 tons, Newchwang to Swatow, 17 Mex. cents per picul, 30 day days.

SAYS the oracle of the *Daily Press*:—"Of the nonsense written about China and the Far East there is seemingly no end. Were the ridiculous statements and still more absurd ideas based upon insubstantial foundations so unfortunately common only to be found in obscure journals with neither influence nor circulation, it would matter little; the amount of mischief done would be limited, and might some day or other be rectified." Nothing could be truer than this. The "oracle" has evidently been burning the midnight oil over the editorials which during the past fortnight have graced (7) the columns of our fossilized morning contemporary. Nonsense, ridiculous statements, absurd ideas based upon insubstantial foundations, obscure journals with neither influence nor circulation, admirably describe the status, policy and ability of the *Daily Press*.

A WRITER in *Blackwood's Magazine* makes the following remarks on trial by jury:—"The last thing in a trial is the verdict of the jury, which must be a unanimous one. Originally the jurors were witnesses, and the rule was in the earliest times that 12 witnesses must swear to the prisoner's guilt before he could be convicted, just as at the present time 12 grand jurors must swear to their belief in his guilt before he can be put on his trial. Later on they ceased to be witnesses and became judges. The rule that the jury must be unanimous before the prisoner can be convicted is a direct consequence of the principle that no one is to be convicted unless his guilt is proved beyond all reasonable doubt, and so long as the institution is preserved the principle of unanimity should be retained. It is one of the curiosities of legal history, the uncertainty which prevailed down to within the last quarter of a century or less, what the presiding judge should do in case the jury could not agree. One theory was, as Sir James Stephen says, that the judge ought to confine them, without food or fire, till they did agree. We remember, in 1859, Lord Campbell angrily telling a jury, when discharging them without giving a verdict, that the law was that the judge could have them all put into a covered cart, carried to the confines of the county, and there shot into a ditch. Lord Lyndhurst made fun of this in the House of Lords, and declared that Lord Campbell had been mistaken in his law, and that all that the judge could do originally was to carry the jury with him on his circuit till they did agree or until he reached the borders of the county. Whatever the old rule may have been, it was solemnly determined in 1866 that in a case of necessity the judge might discharge the jury and the prisoner be committed and tried a second time. Such a rule obviates the objection which had been entertained to the principle of unanimity, and possibly has given the institution of trial by jury a fresh lease of life. It was always regarded as an abuse of power to subject jurors to any penal consequences in respect of their verdict, and since the revolution no attempt of the kind has been made."

WE note that Cardinal Howard has again left Rome for England. His mission is to ascertain the tendency of the views of the English Government in regard to the founding of diplomatic relations between England and the Vatican.

ABOUT the heaviest bribery sentence on record in England was that inflicted on Sir Manasseh Lopez, a Christianized Jew, for bribery at Grampond election—\$50,000 and two years in jail. His grandson, the present baronet, has been a Lord of the Admiralty. Another is a Judge of the Supreme Court.

WILLIAM CLARKE, an English seaman, with three previous convictions against him in the local register, one for a drunk and incapable, and the other two on the rogue and vagabond racket, again made his appearance before Mr. Wodehouse this morning for being found in the streets in a state of drunk. Defendant quietly admitted the impeachment and was treated to three days' confinement in the "Retreat."

MR. JUSTICE MOULE sentenced a rural prisoner in England in the following words: "Prisoner at the bar, your counsel thinks you innocent, the counsel for the prosecution thinks you innocent, I think you innocent. But a jury of your own countrymen, in the exercise of such common sense as they possess, which does not seem to be much, have found you 'guilty,' and it remains that I should pass on you the sentence of the law. That is, that you be kept imprisoned one day, and as that day was yesterday, you may go about your business."

WE would remind our readers that Messrs. Kellar and Cunard, the Royal Illusionists, will perform this evening in the Theatre Royal, City Hall, under the distinguished patronage of H.E. Major General Sargent, C.B., Colonel Parnell, C.B., and the officers of "The Buffs." The mysterious cabinet-trick will be exposed, and many new tricks will be introduced. We hope that a large audience will reward the efforts of Messrs. Kellar and Cunard, who are, so far as their own line of business is concerned, the best artists who have yet visited Hongkong.

THE *Morning Call* says that a Chicago man has invented a single-wheeled carriage. The vehicle has shafts which are so fastened to the horse that it can neither tip nor upset unless the animal should fall. The seat and box are behind the wheel. The advantage claimed for this novel contrivance is that it can be hauled on any path wide enough to accommodate a horse. The plain inference is that, as it will carry a load, it would be an admirable substitute for the pack-mule on mountain trails, where greater speed can be obtained on the descending grade, with the driver borne along in comfort. The public will have greater or less confidence in the invention, as the case may be, after witnessing its performance.

NEWS BY THE INDIAN MAIL.

WE take the subjoined telegrams from Calcutta papers received by the steamship *Arratoon* after Captain McTavish, which arrived in harbour this afternoon.

ST. PETERSBURGH, August 5th.
A popular outbreak against the Jews has taken place at Ekaterinburg.

CAIRO, August 5th.
The cholera epidemic is generally on the decrease throughout Egypt.

MADRID, August 7th.
Tranquillity has been restored at Badajoz, and no agitation has taken place elsewhere.

LONDON, August 8th.
The House of Commons, last night read a third time a Bill for the protection of London from cholera.

ADEN, August 9th.
A fire has broken out on board the *Cambodia* on her way to Singapore, obliging her to return to this port yesterday. The fire is still raging.

MADRID, August 9th.
A military rising has taken place at Logrono and a Republican rising near Barcelona. The Ministry have suspended constitutional guarantees.

BOMBAY, August 9th.
The latest news from Madagascar per the steamer from Zanzibar shows that since their recent high-handedness, the French have been on their good behaviour, and that the anxiety which their conduct produced is gradually wearing away.

Though recent French action has greatly exasperated the English, it is not anticipated that it will lead to a rupture between England and France.

The French have firmly established themselves in Tananarive, but their force is not sufficiently strong for an advance to be made into the interior.

The Hovas, having recovered from their recent defeat, are becoming more hostile and aggressive, and are determined to offer resistance to the French to the last.

It is considered that, before the French can compel the Hovas to submit, they must conquer the island from one end to the other.

Cholera is still epidemic in Bombay, and the mortality continues to be very heavy.

This week there were 98 deaths against 101 last week.

LONDON August 9th.
Advices from Egypt state that cholera is increasing in Alexandria, but is greatly on the decrease elsewhere.

At the banquet at the Mansion House last night, Mr. Gladstone said that fuller advice received from Madagascar confirmed the hopes of an amicable settlement of the Tananarive affair. Referring to Egypt, the right honourable gentleman said that the over-hasty withdrawal of British troops would spoil the work of reform, but that they will disappear as soon as their mission is accomplished.

MELBOURNE, August 9th.
The informers, Kavanagh, Hanlon, and Smith, who were forbidden by the authorities to land on their arrival here last Friday, have been placed on board Her Majesty's ironclad *Nelson*.

PARIS, August 9th.
The resignation is announced from Tananarive of Admiral Pierre on grounds of ill-health.

RANGOON, August 10th.
The American corvette *Yulanda* arrived this morning, firing a salute of 21 guns on arrival.

The British India steamer *Satara* ran into a cargo boat in the river, cutting the latter in two, but sustaining no serious damage herself.

LONDON, August 10th.
Four people have been accused at Liverpool of manufacturing dynamite at Cork, and conveying it from there to Liverpool, and have been sentenced to penal servitude for life.

The insurgents at Barcelona have been dispersed, and the disaffected military at Logrono have made voluntary surrender to the authorities.

Lord Kimberley, replying to a question in the Lords last night, said the subsidy granted to the Amir of Afghanistan was to personally enable him to meet his present difficulties and to defend his territory.

No treaty had been concluded between him and the Indian Government, nor had any engagement been entered into with regard to commerce.

BOMBAY, August 8th.
Some uneasiness prevails here in reference to the Government steamer *Amberwith*, which was sent from Aden some time ago, in search of the crew of the steamer *Knight of the Bath*, bound from Bombay to London.

The *Knight of the Bath* was wrecked on the Kooria Moor, India, but the crew were supposed to be saved. Since the *Amberwith* left Aden, no tidings have been heard either of her or of the crew of the *Knight of the Bath*. It is now proposed to send the Government steamer *Investigator* in search of the *Amberwith*.

BOMBAY, August 11th.
No further tidings have been received of the *Amberwith*, and it is believed that she has met the same fate as the *Knight of the Bath* in search of whose crew she went out.

August 11th.
The Under-Secretary for Foreign Affairs, replying to a question in the Commons last evening, said that negotiations are progressing regarding the Opium Question. The British Government have intimated their willingness to accept under certain conditions the proposals of the Chinese Government.

The House of Commons last night read for the third time the Corrupt Practices Bill.

MADRID, August 10th.
Catalonia has been declared in a state of siege, and the army is showing activity in the north of Spain. King Alfonso arrived yesterday, and was enthusiastically received by the inhabitants.

ALEXANDRIA, August 10th.
Riots occurred here to-day in consequence of the natives objecting to the sanitary measures ordered by Government being enforced; but the rioters were speedily dispersed by the police.

PARIS, August 10th.
Reinforcements to the number of 600 men are being sent to Tananarive.

MADRID, August 11th.
A revolt has broken out among the garrison at Seode Wigil in Catalonia.

A portion of the mutineers have entered French territory where they surrendered, without a shot being fired.

The Governors of towns where outbreaks have occurred have been dismissed.

LONDON, August 12th.
General Stephenson telegraphs that cholera is decreasing in Egypt, and expresses hopes that they are now nearly out of the wood.

BOMBAY, August 12th.
News has been received here that a caravan of pilgrims has been looted between Jeddah and Mecca by the Bedouins.

The caravan consisted of 400 camels.

A large number of the pilgrims are said to belong to Bombay.

MADRID, August 12th.
It is officially announced to-day that the insurrection has been suppressed. The suppression of several Republican journals has been ordered.

LONDON, August 13th.
Lord E. Fitzmaurice, in replying to a question in the Commons last night, said that negotiations were proceeding with the French Government regarding the detention of Mr. Shaw, the Missionary at Tananarive.

PARIS, August 13th.
Rear Admiral Galiber has been appointed Commander of the French Naval Force in Madagascar in place of Admiral Pélle.

CONSTANTINOPLE, August 13th.
Brigades have entered Salonica and carried off the Governor to the mountains.

BOMBAY, August 12th.
The Government steamer *Amberwith* has been put in dry dock in order that the damage sustained during her cruise in search of the crew of the *Knight of the Bath* may be repaired.

After leaving Aden the *Amberwith* encountered very bad weather, and she had to put back into several places, being unable to proceed. She lost her topmasts and a good deal of rigging, and sustained considerable damage to her hull. Before she is able to go to sea again she will have to undergo thorough overhauling.

THE GLOBE TROTTER.

"I'll put a globe round the earth in forty minutes."

Ivory is said to be worth \$5,000 per ton.

Beet-root sugar is only about two-thirds as sweetening as cane sugar.

It costs Turkey over \$15,000,000 annually to support the Sultan and his harem.

Paris will gain \$20,000,000 worth of land by the removal of its walls and fortifications.

In Paris the women are always under thirty or over sixty; the women of forty does not exist.

Ismael Pasha, the ex-Khedive, declares the present Khedive the planner of the Alexandria murders.

The Prince of Wales recently gave a fish dinner of soles, mullets, salmon, perch, crabs, and whitebait.

There are grave fears in Canada of a financial crisis, arising from undue expansion and lavish railroad building during the past two years.

A Salem man excused his marrying a cross-eyed wife by saying that he liked adoration, and she could see twice as much in him as any other woman could.

Cocaine culture is being entered upon in Florida to a large extent; 6,000 trees having been planted this season. Before long every Florida will raise his own cocaine and alligators.

The "Salvation Army War Cry" has this notice of the work in Syracuse: "Good day; hall packed; thirteen killed; many wounded; the devil kicking God working; Syracuse for the King."

The colored editors in the United States number nearly a hundred, and they propose to hold a convention in St. Louis, where topics both aesthetic and practical will be discussed.

A Russian traveller in the Malay peninsula claims to have found in use there the smallest "coin" in the world. It is a minute water mite

from the juice of a tree. Its value is about the millionth part of a dollar.

The latest wrinkle in fashionable eating is to have a pair of silver cake tongs, in order that ladies may eat cake without soiling their gloves. Next thing will be the shovel complement, and then the ladies can feed in elegant style.

The Land Corporation of Ireland, which was organized to purchase or occupy farms from which tenants have been evicted, has declared a dividend of 5 per cent, and its Chairman reports that tenants are returning and paying rents.

M. de Lesseps announced to the French Academy of sciences, at a recent sitting that, in consequence of the present great traffic, it was necessary to light the Suez Canal by night, and asked the electricians of the Academy to assist in supplying him with the best means.

French credit and banking companies are undergoing a season of decline in the popular confidence on account to the weakness of the Credit General Française. The Credit Foncier, or great mortgage lending bank of Paris, is unaffected, but nearly all other institutions are.

A German paper says John Mackay, the American Bonanza King, owns half of California and all of Nevada. As the assessed valuation of Nevada is but \$26,000,000, perhaps Mr. Mackay might buy up the entire State if he chose. A wonderful race of men these new millionaires.

The Marshall, Texas, *Herald*, U.S.A., referring to the trouble the flies gave the bald-headed editor of the Hubbard City, says: "We saw an account of a man similarly situated who secured immunity from the flies by painting a large spider in the centre of the bald place."

Mr. Laverne has now a bill before the French Chamber authorizing French winegrowers to mix alcohol with the wine of 1882, at a duty rate of twenty francs the hectometer, instead of having to pay the customary duty of 156 francs. The concession is to last only till September.

Guineau's sister has brought another action against her divorced husband, Geo. Scoville, asking that he be restrained from visiting her place of abode, and from defrauding her of her property; that he be compelled to contribute to her support and that of her child, and to give her the assassin's effects.

The cultivation of cinchona is about to be begun in Guatemala, where J. W. Forsyth, an English planter of Ceylon, has obtained large Government concessions. The climate and soil are favourable to the cultivation of this plant. It has been introduced into India and Ceylon, but as yet supplies only native wants.

Ernest Hart, the editor of the *British Medical Journal*, who has just returned from a tour of inspection in Donegal, Ireland, reports a melancholy condition of affairs. He found in Donegal 14,000 persons subsisting upon the alms of the priests, derived from the American funds. They are living on a pennyworth of Indian meal a day.

What can be the nature of the differences between France and Switzerland wired by Reuter the other day? Whatever it may be, serious results need scarcely be looked for. And yet it is interesting to know that the Swiss army on the 1st of last January numbered 257,765 men, a powerful force for the little mountainous confederation.

Bank Cashier—"You must have somebody to identify you." Stranger—"Understand all that brought this gentleman with me for that purpose." Bank Cashier—"But I don't know him." Stranger—"Of course not, but I shall make you acquainted. Permit me to introduce to you my friend, Mr. Smith. There you are. Now, Smith, introduce me to your friend, please."

The English system of postal savings banks has attained a satisfactory footing in India inside the short space of a year. During the first nine months of the existence of the banks 31,698 accounts were opened, of which 2,928 were by Europeans and Eurasians, and 28,770 by natives. The balance on deposit, December 31st, amounted to \$1,099,380.

Prince Bismarck writes an earnest letter to an officer of a German anti-violence society, expressing hearty sympathy with the society's work, and saying that, were he not so overburdened with other business, he would use all his influence for the passage of a law imposing upon every person convicted of violation a fine so heavy that he would not be likely to repeat the offence.

It is stated that at a recent dinner party in Paris the host provided a novelty which may possibly become a feature of dinner parties in this electrical age. Beside each plate was a telephone, which was connected with a distant salon, where a superb orchestra was playing. The guests were thus able, between the courses, to see the time pleasantly in listening to good music, instead of making obvious remarks about the weather.

The four-hundredth anniversary of the discovery of America, now only nine years in the future, is looked forward to with great interest in Spain. King Alfonso is of opinion that his own country should take the lead in the festivities, and that they should be held at either Madrid, Granada, Huelva or Barcelona, all of which towns are in some way connected with the life of Columbus.

Mrs. Jones, head of the house, filling out census returns. "The impediment of such a question! Mr. Jones, listen to this. This paper says: 'State the number of idiots in the family.' 'Any.' 'Mr. Jones, nursing baby.' 'Mark down one in the idiot column, my dear.' 'Mrs. Jones, 'What do you mean, Mr. Jones?' 'Mr. Jones, 'Didn't I tell you to marry you, Mr. Jones?' 'Mrs. Jones, 'Yes.' 'Mr. Jones, 'Well!'"

A railroad is being constructed from Territet to Glyn, in Switzerland, to be completed next September. The steep mountain side is climbed in a manner similar to the railway up the Rigi. The motive power of the Territet and Glyn roads is to be water, derived from a reservoir in the hills above Glyn. The use of water in place of coal will not only be a great saving of cost for fuel, but the carriage of fuel up the mountains will be another saving in the running expenses.

Two Montana men recently engaged in a lawsuit over the ownership of a span of mules. Before the case came on for trial a horse thief cut the Gordian knot of controversy by making away with the mules. "No doubt," he was waiting among the owners of these bones of legal contention, but it would be money in the pocket of



The Hongkong Telegraph.

No. 496.

THURSDAY, AUGUST 30, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

JUST TO HAND.

CUBB'S PAPER AND CASH BOXES.
SAFES, LOCKS & DESPATCH BOXES.
NEW COFFEE MACHINES.

FOOD WARMERS.
TODDY KETTLES.
NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEVE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER
IN SMALL DREDGERS.

INDIA RUBBER SEA BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [349]

Insurances.

THE Underigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN

SHIPPING.

Agents.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470]

GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY,

(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$3,333,333-33.

RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,

LO YOK MOON, Esq., CHU CHIK NUNO, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at

CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on Goods,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN,

Secretary,

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00

PERMANENT RESERVE.....Tls. 230,000.00

SPECIAL RESERVE FUND.....Tls. 318,335.56

TOTAL CAPITAL and

ACCUMULATIONS 318

March, 1883.....Tls. 968,335.56

DIRECTORS.

F. D. HITCH, Esq., Chairman.

C. LUCAS, Esq., W. MEYER, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all

parts of the World.

Subject to a charge of 12 per cent. for interest

on Shareholders' Capital, all the PROFITS of the

Underwriting BUSINESS are annually dis-

tributed among all Contributors of Business (whether

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [506]

NOTICE.

I THE Underigned, have this day taken
Mr. RAPHAEL AARON GUBBAY into
CO-PARTNERSHIP with me in my Business. The
Business will henceforth be carried on under the
style or Firm of "COHEN & GUBBAY."

A. S. COHEN.

Hongkong, 1st August, 1883. [508]

For Sale.

FOR SALE.

BEST Quality of GOLDEN GATE and
WESTERN MILLS FLOUR, lately from
San Francisco.

PONGEE SILK of all kinds.

Apply to

FUNG TANG,

OF HEE CHEONG CHING HONG,

42, Bonham Strand.

Hongkong, 6th August, 1883. [624]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

Quarts.....\$22 per Case.

Parties.....\$23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. [8]

FOR SALE.

THE OWNER being about to retire from
Business is open to negotiate for the Sale
of the GOOD-WILL, FITTINGS, and FURNI-
TURE Complete of the Old Established and
well-known establishment known as the "NATION-
AL HOTEL" situated at Nos. 222 and 224,
Queen's Road Central. The House contains TWO
BILLIARD TABLES (one English and one
American) which are in first-class condition.

For further Particulars apply to

JOHN OLSON,

National Hotel.

Hongkong, 14th June, 1883. [467]

J. AND R. TENNENT'S ALE AND

PORTER.

DAVID CORSAIR & SONS'

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [469]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION AGENTS,

PRAYA CENTRAL.

A. MERICAN ENGINEERS'

AND

HOUSEHOLD TOOLS.

FAIRBANK'S AND HOWE'S SCALES,

SALTER'S SPRING BALANCES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

HITCHCOCK'S PATENT TABLE LAMPS, and

HANGING PENDANTS.

BOTTLE WASHING AND CORKING

MACHINES.

SHIPS' SKYLIGHTS

POLISHED PLATE GLASS.

STEEL HAWSERS ON REEL STAND.

CHARCOAL WATER FILTERS.

SPARKLING SCHARZHOFFBERGER

FLensburg STOCKBEER.

MARIENTHALER BEER,

IN QUARTS & PINTS.

VEUVE CLICQUOT PONSARDIN

AND

THEOPHILE RORDERER & Co.'s

GLADIATEUR CHAMPAGNE.

CHR. MOTZ & Co.'s

CLARETS.

VALEYRAAC MEDOC.

ST. ESTEPH MEDOC.

MARGAUX MEDOC.

PURE CONDENSED ALPINE MILK

IN BOTTLES.

WESTPHALIA HAMS.

Intimations.

SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of
BEDROOM FURNITURE which is now on view.
Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or
WALNUT at less than Home Prices.

DESIGN BOOKS and Estimates on application.
We are also showing the VIENNA BENTWOOD FURNITURE,
very strong and durable.
WALNUT and EBONIZED BRACKETS in great variety.
VENETIAN and OVAL MIRRORS.

A large stock of BRASS and IRON BEDSTEADS in every size always on hand.
IRON SWING BASSINETTES and COTS for Children in every size.
The Excelsior Patent Chain SPRING MATTRESS in every size (the Best
Spring Mattress extant).

New Designs in LACE CURTAINS 3, 4, 4 1/2, 5 yards long.
Single and Double PERAMBULATORS Specially
adapted for this Colony.

SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG. [249]

Hongkong, 6th August, 1883.

KELLY & WALSH

HAVE JUST RECEIVED

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.
COMPLETE LISTS MAY BE HAD ON APPLICATION.

KELLY & WALSH—HONGKONG. [560]

Hongkong, 20th August, 1883.

W. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.
MOWHAWK MINSTREL SONG BOOKS.
NEW ENGINEERING AND NAUTICAL WORKS.
SENNETT'S THE MARINE STEAM ENGINE.
DONALDSON'S ROUGH SKETCHING.

ENGINEERS' PRIVATE LOG BOOKS.
MACGREGOR'S ENGINEERS' ALMANACK.
SMITH'S TABLES AND MEMORANDA.
SPONS.

REED'S ENGINEERS' GUIDE; NEW. ED.
BERGEN'S
WILSON ON STEAM BOILERS.

SEXTON'S BOILER MAKERS' POCKET BOOK.
MOLESWORTH'S ENGINEERS' POCKET BOOK.
BURGH'S

HASWELL'S
BALE'S SAW MILLS; THEIR MANAGEMENT, &c.
LECKIE'S WRINKLES IN PRACTICAL NAVIGATION.
REED'S GUIDE TO THE MARINE BOARD.
AZUMUTH'S TABLES; WEATHER FORECASTS, SAILOR'S POCKET BOOK.
NEW CHARTS of Tongking, Hainan Straits, and Sulu Archipelago.

VARIATION CHART OF THE WORLD.
NEW WALTIZES.
MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.
W. BREWER,
QUEEN'S ROAD. [793]

Hongkong, 10th August, 1883.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED.

BEETON'S Handbook of Needlework.
" Ready Reckoner.
" All about Gardening.
" English Woman's Cookery Book.

Pouchet's The Universe.
Tissandier's Scientific Recreations.
Mitford's Tales of Old Japan.
Bagehot's Economical Studies.
Figuer's The Human Race.
Perry's Practical Mechanics.
Shore's Some Difficulties of Belief.
Cresswell's Handwriting and Stenciling.
Dresser's Principles of Decorative Designs.
Elwe's Animal Drawings.

Hongkong, 24th August, 1883.

WILLIAM SCHMIDT & CO.
GUNMAKERS & AMMUNITION
DEALERS,
BRACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of
every description.
Arms Repaired, Cleaned, or Converted at
moderate charges.
Sporting Guns and Ammunition always
on hand. [5]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.

CHARTS AND BOOKS.
SOLE AGENTS
for Louis Audemans' Watches; awarded the
highest Prizes at every Exhibition; and
for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND STROBILISCS.
No. 34, QUEEN'S ROAD CENTRAL. [478]

Shipping.

STEAMERS.

GEO. R. STEVENS & Co.'s LINE.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND and
TASMANIAN PORTS, NEW
CALEDONIA and FIJI.)

THE Steamship
"SUEZ"

Captain Ainslie, will be despatched as above,
on SATURDAY, the 8th September, at FIVE
P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents. [644]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

THE Steamship
"EUROPE"

Valladier, Commander, will sail on or about
the 24th September, for MARSEILLES,
via SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.

The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewardess.

The Line is noted for its Cuisine and Beer
and Table Wines are included in the Passage
Money.

RETURN TICKETS are now granted by
the Steamers of this line available for 6 or 12
months to be reckoned from the date of arrival
at Marseilles of the Steamer for which the
Ticket is issued to the date of re-embarkation
there of the Holder of the Ticket.

Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents. [659]

Hongkong, 27th August, 1883.

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L. I. British Ship
"G. C. TRUFANT"

Thomas, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 14th July, 1883. [563]

Intimations.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

NOTICE.

THE List of Applications for SHARES in the
above Company will be CLOSED on
SATURDAY, the 1st September, at NOON.

DOUGLAS LAPRAIK & Co.,
General Managers. [663]

Hongkong, 29th August, 1883.

NOTICE.

HONGKONG HOTEL COMPANY,
LIMITED.

TENDERS for the LEASE of the HONGKONG
HOTEL and/or SHOPS will CLOSE on
31st instant, at NOON.

By Order,
LOUIS HAUSCHILD,
Secretary. [651]

Hongkong, 20th August, 1883.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of
the CLUB will be held in the PAVILION on
THURSDAY, the 6th September, at 5.30 P.M.
BUSINESS.—To receive the Report and Ac-
counts for last season; to elect a Committee and
Hon. Sec. for 1883-4; and to discuss some addi-
tions to the Rules and any other Business that may
come before the Meeting. Gentlemen desirous
of becoming Members will please send their
Names, together with those of their Proposer and
Seconder, to the Hon. Sec. H.K.C.C., addressed
to the Club.

W. DE ST. CROIX,
Hon. Sec. 1882-3. [661]

Hongkong, 28th August, 1883.

TO BE SOLD.

THE wreck of the U.S.S. "ASHUELOT"
lying at the Lamocke Rocks, will be sold to
the Highest Bidder to be ascertained by the
Tenders received by E. N. WHITEHOUSE,
Paymaster U.S. Navy, which will be read on
board the U.S.S. "PALOS" in the presence of
Lieutenant-Commander G. D. B. GLIDDEN,
U.S. Navy, and the parties interested, between
the hours of TEN and ELEVEN A.M. on the 31st
instant.

PEIRCE CROSBY,
Rear Admiral U.S.N.,
Commanding U.S. Naval Force
on Asiatic Station. [662]

Hongkong, 28th August, 1883.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the
CONSERVATOIRE DE BERGAMO and late of
the ROYAL ITALIAN OPERA COMPANY has
the honor to inform the community that he has
arranged to remain in Hongkong, and will give
lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH,
Queen's Road.
Hongkong, 1st March, 1883. [168]

NOTICE.

HE CHUNG, SHIP'S PLUMBER, BLACK-
SMITH, &c., &c., has REMOVED from
No. 35, Queen's Road East, to No. 6, Peel Street,
close to No. 1207, Queen's Road Central.
Hongkong, 4th August, 1883. [620]

Hongkong, 4th August, 1883.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;

THE OVERLAND RAILWAYS,

AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"COPTIC,"

will be despatched for San Francisco, via Yoko-
hama, on SATURDAY, the 1st September, at
THREE P.M.

Connection being made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare